MoPac South

# PUBLIC HEARING SUBMISSIONS

The Central Texas Regional Mobility Authority has published all public comments received during the recent Public Hearing for the MoPac South Project. This step reflects our continued commitment to transparency and public engagement throughout the National Environmental Policy Act (NEPA) Environmental Assessment process.

The study team is currently reviewing almost 8,000 submissions, a number of which were from individuals submitting their same comments multiple times. Please note, other than redacting profanity and personal information, all submissions are published as received. Each comment will be considered and addressed in a forthcoming public hearing summary document, where formal responses will be provided. Where needed, clarifications will be provided in the formal responses to help ensure a clear and accurate understanding of the project.

We sincerely appreciate the time, effort, and thoughtfulness that project stakeholders have contributed. The level of community interest in the MoPac South Project underscores the importance of this work, and we value the public's role in helping inform the process.

# Bringing Clarity to the complex

MoPac South

***The NEPA process and the technical aspects of this study are complex. Over the course of six open houses, multiple phases, and several years, we have identified some of the community's key areas of interest and address them below with the latest information.***

## THE STUDY OF THE MOPAC SOUTH PROJECT FULFILLS A REGIONAL DIRECTIVE UNDER CAMPO'S 2045 REGIONAL TRANSPORTATION PLAN (RTP).

CAMPO's RTP builds on local, subregional, and regional plans to inform transportation priorities and uses CAMPO member agencies to sponsor projects to ensure that the regional nature of the plan is locally-driven. Both the Capital Express Central Project and Project Connect are included in the CAMPO's 2045 RTP which the study's analysis is based on.

## THE EA CONSIDERS A FULL RANGE OF ALTERNATIVES, INCLUDING GENERAL-PURPOSE, HOV, AND TRANSIT-ONLY LANES AGAINST THE PROJECT'S PURPOSE AND NEED.

Identified as the Build Alternative, Express Lane(s) consistently outperform other alternatives to improve travel time savings and reliability. Often other agency policies prohibit them from evaluating or pursuing this more effective alternative.

## THE EA WILL CONSIDER THE POTENTIAL IMPACTS OF THE BUILD ALTERNATIVE ON THE BARTON SPRINGS RECHARGE ZONE OF THE EDWARDS AQUIFER AND THE SPRINGS OCCURRING IN THAT ZONE.

The MoPac South Project has not received environmental clearance, nor have any funds or commitments been made regarding future design or construction. Contingent on these things, the next phase of the project would be to advance the Environmental Schematic design to detailed 100% design and would continue its coordination with our technical partners including Travis County, Barton Springs and Edwards Aquifer Conservation District, and City of Austin.

## FUNDING FOR TOLLED LANES DOES NOT COME FROM GAS TAXES.

While nothing has currently been committed for funding or construction of the MoPac South Project, it is important to note that the Mobility Authority funds toll road projects through loans secured from toll road revenue.

## THE MOBILITY AUTHORITY IS PERFORMING AN ENVIRONMENTAL ASSESSMENT (EA) AS DETERMINED BY TXDOT'S ENVIRONMENTAL AFFAIRS DIVISION UNDER NEPA.

The preparation of an EA or EIS was discussed with TxDOT on several occasions throughout the process, including in early 2026 as we finalized the draft EA. In all cases, TxDOT has consistently confirmed that an EA is the appropriate NEPA environmental study process for this project at this time. We have followed that guidance and prepared an EA accordingly.

## PUBLIC INPUT HAS SHAPED THE MOPAC SOUTH PROJECT.

These are only a few of the adjustments made based on community feedback:

- No increased elevations over Lady Bird Lake
- No direct connector ramps near Austin High School
- Added almost 8-miles of additional Shared Use Path (SUP), for a total of 16-miles of continuous ADA compliant SUP and sidewalks along the corridor
- Added third southbound general-purpose lane south of William Cannon Drive
- Ramp improvements at Loop 360, Bee Caves Road, and William Cannon Drive
- Added Texas Turnaround at Barton Skyway
- Added Bypass lanes from Barton Skyway to Loop 360
- Added new direct connection to US 290

## CORRIDOR IMPROVEMENTS ARE CRITICAL WHERE EXISTING DEMAND ALREADY EXCEEDS AVAILABLE CAPACITY.

This project aims to identify operational enhancements to an existing corridor—including added express bus capacity—that has not undergone significant updates since its original lanes were constructed between 1973 and 2005. As Austinites ourselves, we understand how rapidly our region has grown and how that growth has affected our community.

## WE ARE STUDYING ALL THREATENED AND ENDANGERED SPECIES THAT HAVE HABITAT RANGES WITHIN THE CORRIDOR, INCLUDING THE AUSTIN BLIND SALAMANDER AND THE BARTON SPRINGS SALAMANDER.

This is a fundamental requirement of NEPA and the Endangered Species Act, and a requirement of all Environmental Assessments. Despite no anticipated significant impacts, the EA has been drafted to include mitigations and conservation measures for salamanders in case of the unexpected.

## THE PROJECT ENCOURAGES LONG-TERM PRIORITIZATION OF EXPANDING PUBLIC TRANSIT.

The Mobility Authority allows CapMetro public transit buses to drive toll-free on the express lanes. Because the variable-priced toll in the express lanes would be set at a rate intended to maintain uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods, making it a viable alternative to driving alone.

## UNDER THE BUILD ALTERNATIVE, A 5-MIN SAVINGS EACH DIRECTION EQUATES TO MORE THAN 40 HOURS PER YEAR FOR NON-TOLLED DRIVERS.

For Express Lane and transit users, a 12–14-minute savings each way could total more than 110 hours annually, encouraging transit ridership. In addition to time savings, the project would deliver enhanced bike and pedestrian connections, a reliable and consistent route for transit services, and improved emergency response reliability.

## WHAT COMMUNITY COORDINATION WILL BE DONE IN THE FUTURE?

The MoPac South Project has not received environmental clearance, nor have any funds or commitments been made regarding future design or construction. Contingent on these things, the next phase of the project would be to advance the Environmental Schematic design to detailed 100% design and would continue its coordination with our technical partners including Travis County, Barton Springs/Edwards Aquifer Conservation District, and City of Austin.

| Date | Name | Comment |
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| **5/3/2026** | ?Tomer Halbertal?? | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, ?Tomer Halbertal?? |
| **3/19/2026** | <name not provided> | Widening highways always makes traffic SLOWER and MORE CONGESTED. Look at the historical data on literally every highway widening project! Don't let the highway engineers scam you! |
| **3/19/2026** | <name not provided> | Please do not add more lanes as part of this project. Induced demand is a consistently proven result of highway expansion. Which will ultimately not alleviate capacity and congestion issues. Instead prioritized managed and transit lanes to divert single occupancy vehicles. |
| **4/23/2026** | <name not provided> | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/25/2026** | <name not provided> | I support building a shared use path along the highway as well as the addition of a high occupancy lane for transit vehicles. I do not support any expansion of the highway footprint or any additional car lanes. The traffic volumes in that area absolutely do not justify any more roadway widening. |
| **3/30/2026** | <name not provided> | DO NOT ADD TOLL LANES. Tax money is supposed to cover the expense and care of roads, so why do we need to pay additional money to try and get somewhere in a reasonable time?! You should be adding regular, non-tolled lanes to Mopac, not tolls. The city and TXDot has put off south Mopac updates for years and now you want to pass the burden to your citizens. It's ridiculous. The road was poorly designed for growth and the constant on-ramps with reduction in lanes is what's causing so many issues and the heavy traffic. If you fix the on-ramps and just add lanes that's a good start. Stop tolling new lanes in Austin! |

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| **4/5/2026** | <name not provided> | Can you share more data about why general purpose lane doesn't reduce the congestion enough? The express lane could be very expensive and also doesn't have the option to exit before Cesar Chavez st. That doesn't work for people who want to exit in between. |
| **4/7/2026** | <name not provided> | There is absolutely no need to spend millions of dollars, decades of time, and irreparable damage to nature just for a few minutes in less driving. If this project moves forward, Austin will see a decline and good folks will continue leaving. It is our responsibility to steward our beloved city for the next generation, please do not move forward with this irresponsible project |
| **4/22/2026** | <name not provided> | Thank you for this opportunity to comment. Austin's water, endangered wildlife, beloved Greenbelt trails, and community health matter to me . I've moved here three decades ago because of the gem of a place Austin is and Barton Springs and Austin school students - my 23 year old daughter went K-12 in AISD- are of the upmost importance and concern to me. I've brought my daughter countless times to Barton Springs, Deep Eddy, and the green belt . Because of my love and responsibility to the lands, water, air and people of Austin, I urge there to be a full, transparent Environmental Impact Statement (EIS) of the proposed MOPAC expansion . Please do not cause such chaos and destruction to the heart of our city without doing the thorough and due diligence of a full EIS. |
| **4/25/2026** | <name not provided> | Dick Nicholas park is the lifeline of this neighborhood. Please don't ruin it. |
| **4/28/2026** | <name not provided> | I very much support this project and it is much needed for safety and mobility. I drive MoPac regularly and the delays are becoming significant. Thank you for your efforts in improving our region. |
| **5/2/2026** | <name not provided> | Do not move forward with the toll lane expansion. It is unnecessary and will cause far greater damage to our already fragile greenbelt ecosystem. |
| **5/3/2026** | <name not provided> | Do not pass this |
| **5/3/2026** | <name not provided> | I strongly recommend rejecting the expansion of highways in downtown Austin. Adding a new toll lane over the source of Barton springs jeopardizes one of Austin's most prominent community spaces. |
| **5/3/2026** | <name not provided> | I'd really like to urge Austin's leaders to reconsider this expansion of Mopac. Making a highway wider won't decrease traffic, more people will just start to use it. Haven't you learned anything from decades of I35 expansions? Please just create more public transportation and bike lanes. And leave the green spaces alone. Those green spaces are exactly what make living here bearable. |
| **5/3/2026** | <name not provided> | Protect the natural beauty that makes Austin, Austin! |
| **5/3/2026** | <name not provided> | DO NOT BUILD MORE ROADWAYS. DON'T RUIN BARTON SPRINGS. |
| **5/3/2026** | <name not provided> | It will take away from the appeal of moving to the city. |
| **5/3/2026** | <name not provided> | I do not believe in TxDot's ability to protect the various watersheds affected by this development, nor do I believe in their ability to protect the endangered salamanders that occupy those waters. In addition, I do not believe that the extra lanes will serve to benefit the various communities that use this road in the long term. Time and time again in this state we build more lanes to fix traffic and every time we have been proven wrong. I do not want this expansion in my city. |
| **5/3/2026** | <name not provided> | Please do not go through with the MoPac highway expansion. It will not benefit the city and will take access to green spaces away from Austin, which are so integral to our people and the environment. The highway expansion will not improve traffic and comes at the detriment of the environment, our city, and its people. |
| **5/3/2026** | <name not provided> | please protect our springs, it's one of austin's beautiful gems left. there is so much wildlife animals and plants that are counting on us to protect their environment. we all live and coexist on this planet together, the least we can do is respect |

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| | | their wellbeing's.we don't need a road expansion there is already so much construction 24/7 leading to more traffic and it's completely unnecessary. |
| **5/3/2026** | <name not provided> | Please no. Born and raised in Austin and don't want to lose any more of our precious natural resources. |
| **5/3/2026** | <name not provided> | I do not support building anything with only an environmental assessment. It is incomplete and is disingenuous. Central Texas Regional Mobility Authority (CTRMA) failed to include rail as an option. Reducing the need for cars would help more than adding more lanes. Texas does not need more toll roads. I only support a no-build solution until rail is included as an option and a complete environmental impact statement is complete. |
| **5/3/2026** | a a | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a |

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| | | decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, a a |

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| **4/23/2026** | A Kelley | Dear Mopac Expansion Project,<br><br>I am writing to submit a formal comment regarding the proposed road expansion project over Zilker Park. I would like to express my concerns regarding the significant impact this development will have on both the environment and the quality of life for local residents.<br><br>Expanding a roadway over a dedicated green space poses several environmental risks, including the loss of local flora and fauna, increased air pollution, and higher noise levels. Furthermore, parks serve as vital communal spaces; reducing this area will inevitably diminish the quality of life for those who rely on it for recreation, mental well-being, and community engagement.<br><br>I urge you to consider these factors and explore alternative solutions that preserve our natural landscapes and protect the interests of the community.<br><br>I grew up in the nearby city of Rollingwood. I can't believe anyone would propose building a toll way through Austin's greatest Gem Zilker Park, truly " Paving Paridise".<br><br>Destroying the quiet of Zilker Park and with it - the way hundreds of thousands of local people's quality of life. Iv'e walked into stores close to 183 and 290 and the sound of the hwy is deafening. How can you do that to this space.<br><br>I think there's a better solution, electric trains perhaps. Anything but this monstrosity. I am against your plans. Where is the Austin and Travis County that's filled with modern forward minds? Why are we coming up with old Dallas, Houston make bigger highways ideas. Who wants to live like that here - by destroying Zilker Park so people can get somewhere 5 minutes faster.<br><br>I'm ashamed this is what you've come up with.<br><br>Anne Kelley |

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| | | Thank you for your time and for considering my feedback on this important matter.<br><br>Best regards,<br><br>A Kelley |

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| **5/3/2026** | A Paterson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, A Paterson |

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| **4/24/2026** | A Weintraub | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>A Weintraub |

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| **4/24/2026** | A Weintraub | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>A Weintraub |
| **5/3/2026** | Aanika Das | Dear CTRMA Board Members, I am very concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project will threaten Austin's amazing water sources and has the potential to harm our animals, plants, and ecosystems that make Austin so incredibly special. The promised benefit of 5 mintues across does not offset the huge disruption and destruction that will result from this expansion. CTRMA should conduct a full environmental impact statement and actually LISTEN to the Austin community regarding this project. We, the denizens of Austin, live here and our voice should matter in the going-ons of this city. Sincerely, Aanika Das |

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| **4/22/2026** | Aaron Bacon | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Aaron Bacon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Aaron Boersma | LETS DO THIS |

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| **4/2/2026** | Aaron Cacali | Please consider building a paved connector path to the Meridian neighborhood as part of the improvements to the South Mopac corridor. As residents of Meridian and avid runners and cyclists, my family and my neighbors would greatly benefit from such a path. I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **5/3/2026** | Aaron Sosa | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Aaron Sosa |
| **3/19/2026** | Aaron Weatherford | I do not want any expansion of MoPac. The proposed project would increase water, air, and noise pollution; further set back Austin's climate goals; and continue to balloon our reliance on an inefficient, dangerous mode of transportation. Highway expansion has repeatedly shown not to work, proven to be a poor use of public money, and created a sunk cost from which the only perceived solution is to just continue expanding. There are other ways to address the problem, which I would support. Dedicated bus service on the highway, rail service, and bike path connections. |
| **5/1/2026** | Abbe J Waldman Delozier | We do not need any expansion. I OPPOSE the expansion! This will pol;lute fragile recharge areas of the Barton Creek and other fragile contributing zones. We only have so much water. We must be stewards of these fragile systems! |
| **5/3/2026** | Abbee | Destroying Barton springs would be the down fall to Austin living and tourism. We do not need to build more highways!!!! |
| **5/1/2026** | Abbey Hobbs | Barton Springs is at the heart of the Austin community. Building more roads and traffic will be devastating to the environment. Protect the heart and culture of Austin, Texas, which is largely due to Barton Springs. |

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| **4/20/2026** | Abbey Kirkland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Abbie Pannell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please keep the wonderful natural spaces of Austin and everything that they provide for Austinites (rec space, connection with nature, and outdoor access) in your minds and hearts as you move forward with this road expansion project. Thank you for your time and consideration. |

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| **4/20/2026** | Abby Cowlishaw | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Abby Germann | I do not want an expansion of Mopac South, I think the environmental study was performed incomprensively and the harm done to surrounding areas with outweigh any benefit seen from increasing traffic flow. |

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| **3/16/2026** | Abby Hollar | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Abby Hollar |

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| **4/23/2026** | Abby Lilly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Abby Minde | This absolutely cannot happen. No tolls |
| **4/22/2026** | Abi Awtrey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Abi Awtrey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Abi De Jesus | Do not expand MoPac. This will not solve problems and only make congestion worse. This will also worsen air quality and hurt the environment that Austin is known and loved for. Please invest in other modes of transit like our metro, HOV lanes, or biking lanes. Do we want to end up like Houston? No. No we don't. |
| **4/27/2026** | Abigail biggs | I am not involved with txDOT |
| **4/27/2026** | Abigail Biggs | I am completely against this unnecessary Mopac expansion. I urge you to complete a full environmental impact statement. |

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| **5/3/2026** | Abigail Biggs | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Abigail Biggs |
| **3/20/2026** | Abigail Diaz | I grew up visiting family in Austin and now live here. I care deeply about the growth of Austin in an eco-friendly and equitable way. I don't want a wider mopac, adding more lanes will add more traffic. We should focus more on public transportation and pedestrian infrastructure. |

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| **4/22/2026** | Abigail Genova | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Abigail Genova | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Abigail Marines | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Abraham Perez | I disapprove of Mopac South expansion.<br>- environmental impact of the construction would be too much for the sensitive recharge zone of the green belt. There can be no guarantee of the actual impact this may cause to the wildlife that is present within the area. As a born and raised Austinite I believe this area should be left alone. Public transport should be invented in order to minimize commute/ idle on the highway. Thank you. |
| **4/21/2026** | Abraham Perez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Abrahan Aguayo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Abrar Chowdhury | Don't do it, leave the environment alone |
| **3/19/2026** | Abrianna Citta | Dear CTMRA, I do not want a wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. Instead, I do want: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. Please consider the generational consequences of highway expansion. Our children must live with what we build now; so let us invest in people centered—not car centered—transportation. Thank you, Abrianna Citta City of Austin resident |
| **5/3/2026** | Abriel Young | Dear CTRMA Board Members, I have lived in Austin for 20 years and know that this expansion is a very bad idea that will damage quality of life as well as our aquifer. Please do not proceed with this dangerous and short-sighted expansion. I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Abriel Young |

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| **4/23/2026** | Adam Abrams | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Adam Abrams |
| **4/30/2026** | Adam Bartlett | Given what we have seen from previous CTRMA projects - this will be an environmental disaster. CTRMA and contractors overseen by CTRMA have failed time and time again to follow their own processes. CTRMA's 183 North project is over a year behind schedule, CTRMA failed to ensure that contractor mitigated any number of environmental concerns (dust management in particular) in an area that is nowhere as environmentally sensitive as the Edwards Aquifer Recharge Zone, the Barton Creek and Barton Springs watersheds, and the highly karst environment in the area south of the Colorado River. After the past few projects overseen by CTRMA, the state should bar them from any new projects, but they seem bound and determined to wreck the rest of the City of Austin. |

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| **4/26/2026** | Adam Borger | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Adam Borger |

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| **3/19/2026** | Adam Greenfield | I strongly oppose expanding MoPac. The evidence is clear that expanding highways is worse for traffic, air and water quality, quality of life of nearby residents, noise, safety, climate, and the local economy. Instead, I call for the current highway to be improved by converting main lanes to transit lanes and building a wide shaded shared use path along the entire stretch of the project. If tolling is a part of this project, it should be by tolling existing lanes. |
| **5/3/2026** | Adam Greenfield | Dear MoPac South project team,<br><br>Please find attached Safe Streets Austin's public comment regarding the MoPac South project Environmental Assessment.<br><br>Best,<br><br><https://www.safestreetsaustin.org/><br><br>Adam Greenfield<br><br><<Attachment>> |

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| **4/26/2026** | Adam Helbig | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Adam Helbig |

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| **5/1/2026** | Adam Hite | As a resident of Austin, TX, I am writing to formally record my strong opposition to the CTRMA proposal to expand the MoPac footprint. I specifically oppose the addition of toll lanes, flyover lanes, and expanded main lanes.<br><br>I don't know why this continues to happen in Texas. The state continues to expand highways and it benefits no one, other than a wealthy few. It increases road deaths and increases pollution. It makes life hell for citizens and does not solve traffic congestion. There are plenty of studies that prove this. Yet, it continues to move forward. Residents of the city of Austin overwhelmingly opposed the expansion of I-35, yet it moved forward. I imagine this will also move forward, but not without a fight.<br><br>How many more scientists need to tell you that we are fast tracking our way to an unlivable future due to climate change? Literally 99% of scientists agree on this.<br><br>The data clearly shows that cities instead should invest in alternatives to expanding highways and increasing traffic. Instead, CTRMA should create bike-pedestrian east-west crossings every quarter mile and improve transit reliability. DO NOT expand the highway.<br><br>--<br><br>Adam Hite |

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| **4/22/2026** | Adam Hoffman | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Adam Hoffman |

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| **4/25/2026** | Adam James | Dear CTRMA Board Members,<br><br>To whom it may concern,<br><br>I live in Austin and spend a lot of time in the areas along this corridor, including near Zilker, the Austin Nature & Science Center, and the surrounding green spaces. I'm not someone who is against growth or infrastructure — I understand this city is changing and transportation needs are real. But after reviewing the Draft Environmental Assessment, I'm not convinced this project is responding to the reality we're living in today.<br><br>The document acknowledges impacts to vegetation, wildlife, and impervious cover, but it relies heavily on mitigation language without clearly addressing what is actually being lost. Mature trees, especially heritage trees, are not interchangeable with new plantings. The canopy we have now is the result of decades of growth, and in a city dealing with prolonged drought and rising temperatures, losing even portions of that canopy has real consequences for heat, air quality, and overall ecological health.<br><br>The section of this corridor near Zilker and the Austin Nature & Science Center is not just another stretch of roadway. It is one of the few remaining connected pieces of urban habitat in central Austin. Even if the project stays largely within the existing right-of-way, edge impacts — soil disturbance, root zone damage, increased noise, and reduced permeability for wildlife — will degrade that space over time. Those kinds of cumulative impacts are not meaningfully captured in the EA. |

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| | | I am also concerned that the project is being evaluated in isolation. With the I-35 expansion already underway and continued development across South Austin, the cumulative effect of adding more pavement, more traffic, and more heat is significant. That context matters, especially when the EA concludes that impacts are “not significant.”<br><br>At a minimum, I believe this project warrants a full Environmental Impact Statement to properly evaluate long-term and cumulative effects, particularly given its proximity to sensitive ecological areas and aquifer recharge zones.<br><br>If this project is going to move forward, it should do so with clear, enforceable commitments to minimize canopy loss, protect heritage trees, and preserve the ecological function of the remaining green corridors — not just replace them on paper.<br><br>Austin is growing, but how we grow matters. Right now, it feels like we are slowly trading away the natural systems that make this place livable, and that’s not a trade we can afford to keep making.<br><br>Sincerely,<br><br>You for listening to your neighbors, |

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| | | Adam James |

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| **4/28/2026** | Adam Miller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/30/2026** | Adam Oberman | Just add a free lane south from 290 to slaughter lane, where it merges at william canon. The bridges south already have 2 extra lanes of space so this could be a quick project impacting traffic in a year or 2. No one wants a bunch of toll lanes built in the sky, the IH 35 South project looks horrible. |
| **5/2/2026** | Adam Ortman | I strongly oppose the planned MoPac expansion on multiple grounds — environmental, practical, and economic. Although I regularly commute on MoPac South and am one of the drivers the project is meant to help, the tradeoffs simply are not worth the modest savings on drive time. I sincerely hope you listen to the voices of Austinites on this matter. |
| **5/3/2026** | Adam Schlender | Hi, my name is Adam Schlender. I've lived in Austin for a little over 20 years. I'vebeen coming to Barton Springs weekly, if not daily, for the majority of that time. It'sthe first place that I bring people when they're here. It's been the altar that I have comeyou when I've been through challenging times, hardships personally, it is, in my opinion,the blood, the spiritual, emotional, cultural center of this beautiful town without which,The magic that is growing and expanding in some ways that are really powerful and beautifulwould not be possible or held together with any anchor.And I'm really personally concerned about the MOPAC expansion.I'm concerned about the environmental impact.It feels like the environmental impact is being swept under the rug and not taken seriously.It feels like the soul of the city in this place is being paved, literally being pavedover and I want to advocate for a full environmental impact statement and pausing any constructiondevelopment of the plan until the public has been given a real earnest assessment on what this isgoing to cost both the land, the water, the springs itself, and I feel like we deeply deserve that. |

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| **5/3/2026** | Adam Schlender | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| **5/3/2026** | Adam Young | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Addie Walker | Hello,<br><br>This is my public comment on the proposed expansion of MoPac S. I oppose this expansion. In its place, I support regional rail and improve bicycle and pedestrian infrastructure. I request a full Environmental Impact Statement (EIS) to better understand the air and water quality impacts of this project, especially given Austin's worsening ozone and PM2.5 air conditions.<br><br>Thank you for considering my comment. I am making this comment in my personal capacity and not in my professional capacity.<br><br>Thank you,<br><br>Addie Walker |
| **5/3/2026** | Addison Bueide | DO NOT EXPAND MOPAC IT WILL RUIN AUSTIN |

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| **4/23/2026** | Adelia Holtey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Adelina Jaramillo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Adrian Buchanan | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Adrian Buchanan |
| **3/10/2026** | Adrian Helen | Please no more toll lanes and especially not express lanes. The additional on and off ramps and additional height and intersections for express lanes would materially negatively impact the areas next to the highway. I use South MoPac daily and would love to see improvements at choke points but absolutely not express lanes, and preferably not toll lanes. |

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| **4/24/2026** | Adrian Mefford | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Adrian Mefford |
| **5/3/2026** | Adrian Moss | As a native-born Austinite, I vehemently oppose the MoPac expansion which will cause irreversible damage to the Edwards Aquifer. |

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| **4/28/2026** | Adrian Santoyo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/6/2026** | Adriana Tamez | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Adriana Tamez |

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| **4/25/2026** | Adriana Allen | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Adriana Allen |

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| **4/25/2026** | Adriana Allen | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Adriana Allen |

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| **4/20/2026** | Adriana Cardenas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>-Utmost care to not disturb Edward’s Aquifer recharge zone<br>Thank you for your time and consideration. |
| **5/3/2026** | Adriana Cardenas | Dear CTRMA Board Members,  Hello, thank you for considering my submission! I have been in Texas all my life and in Austin for 12 years. I hope to start a family here one day and so this directly impacts our future as well as everyone's future children.  <br />It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Adriana Cardenas |

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| **3/31/2026** | Adriana Galindo-Perdomo | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before doing anything crazy like this because that is CRAZY WORK<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of CenTex,<br><br>Adriana Galindo-Perdomo |
| **5/1/2026** | Adriana Lara | We do not want more mopac lanes and do not need to destroy what makes Austin special. We demand an environmental study by a company that is not liked to big oil, cars, or anyone that gives money to superpacs. |

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| **4/20/2026** | Adriana Melgar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | adriana Spina | Here's a clearer, more polished rewrite that keeps your arguments strong while tightening the language and flow: —— Demand a Full Environmental Impact Statement (EIS) CTRMA is advancing this project with a predetermined Finding of No Significant Impact (FONSI), effectively cutting corners on environmental review. Under the National Environmental Policy Act (NEPA), a full EIS is required when a project is likely to significantly affect the environment. Drilling into the Edwards Aquifer, harming endangered species, degrading public parks, and worsening air quality near Austin High School all qualify as significant impacts and warrant a comprehensive EIS. Question the Outdated Analysis This project dates back to 2011, and the traffic model used to dismiss alternatives was finalized in 2012—more than a decade ago. Since then, conditions have changed dramatically, including the COVID-19 pandemic, the rise of telecommuting, and the approval of Project Connect. CTRMA should reevaluate the project using updated data, reconsider alternatives, and align with current local goals and policies. Challenge the Claimed Benefits After 5–7 years of disruptive construction, the project is projected to save only 5–6 minutes for drivers traveling the entire 8.77-mile corridor during rush hour. These marginal gains are likely to be offset by years of construction delays, raising serious questions about whether the benefits justify the impacts. Protect Endangered Species CTRMA acknowledges the project will adversely affect four federally endangered species but has declined to fully explore design alternatives that could avoid or reduce these impacts. Construction threatens groundwater flows to Barton Springs and risks destroying fragile cave ecosystems that cannot be restored once damaged. Demand Clean Air for Students Students at Austin High School and nearby residents will face increased exposure to fine particulate matter (PM2.5) from higher traffic volumes, tire wear, and brake dust. CTRMA's claim that air quality will improve—despite adding an estimated 331 million vehicle miles traveled annually—is not credible. Protect Our Water The proposed water quality measures fall short of the standards required by Travis County and the City of Austin for similar projects. During construction, sediment and pollutants could flow directly into the Edwards Aquifer Recharge Zone, causing long-term and potentially irreversible damage to a critical water |

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| **5/3/2026** | Adriane Pippins | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Adriane Pippins |
| **4/21/2026** | Adrianna Morrow | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Adrianne chmiola | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **5/2/2026** | Adrienne Greenblatt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Adrienne Perlman | Please provide the citizens of Austin a full environmental impact study that shows the potential changes to water, runoff and impact to animals and surrounding neighborhoods for this expansion prior to implementation. Thank you. |

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| **5/3/2026** | Aerin Henderson | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Aerin Henderson |

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| **4/24/2026** | Afton Roberson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Afton Roberson |

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| **5/1/2026** | AG Motwani | To the Central Texas Regional Mobility Authority:<br><br>I am submitting this comment in opposition to the proposed MoPac South expansion.<br><br>I live and move in Austin as a cyclist, pedestrian, and and a hiker/swimmer in and around Barton Creek. MoPac South is part of my daily infrastructure — and what CTRMA is proposing does not serve people like me. It serves cars, at the expense of everyone else.<br><br>The case against this project is straightforward on multiple fronts:<br><br>Fiscally, $825 million is a consequential public investment. Directing it toward toll lanes and flyovers that generate marginal travel time savings for a subset of drivers — while doing little for the majority of corridor users — is a poor allocation of regional resources. That same capital could fund transformative improvements to walking, cycling, and transit across the Austin area.<br><br>Environmentally, expanding highway capacity induces demand. More lanes produce more vehicle miles traveled, more impervious surface, more runoff, and more emissions. The data on induced demand is not contested. CTRMA's own environmental study should be honest about this dynamic rather than treating congestion relief as a durable outcome.<br><br>For residents and users of the corridor, the proposed footprint expansion — over 100 acres — carries real consequences for the communities along and near MoPac. Displacement, noise, and pollution fall disproportionately on those least positioned to absorb them.<br><br>What I am asking CTRMA to pursue instead:<br>— Wide, shaded, continuous bike and pedestrian infrastructure along the full corridor<br>— East-west crossings at quarter-mile intervals, which are currently absent and dangerous<br>— Meaningful transit reliability improvements, not as an afterthought<br>— A project scope that does not expand the highway footprint<br><br>Austin's growth challenge is real. But building our way out of congestion with more lanes is a failed strategy with a long track record. I expect CTRMA and TxDOT to weigh this input seriously.<br><br>I am an engaged Austin) Central Texas resident and I participate in local elections, boards, and civic processes. The decisions made here will be part of how I evaluate the responsiveness of regional leadership to the communities they serve.<br><br>Thank you for accepting public comment.<br><br>Amit Motwani<br>Austin, TX |
| **3/19/2026** | Agnes | I am against Mopac expansion |
| **4/27/2026** | Agnes wilson | Please reconsider plans for expanding the highway which would affect our ecosystems so greatly. |

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| **4/26/2026** | Ahmed Bayoumy | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ahmed Bayoumy |

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| **4/20/2026** | Ahnsa Campbell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aidan Keys | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Aidan Keys |

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| **4/22/2026** | Aidan MacDonald | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Aidan MacDonald |

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| **4/21/2026** | Aidan Rodgers | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Thank you,<br><br>Aidan Rodgers |

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| **5/3/2026** | Aidan Sherlock | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Aidan Sherlock |
| **4/29/2026** | Aidé Basilio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Aiden Aleman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I am sincerely urging you as a lifelong Austinite to include the following measures in the project scope:<br>- Native trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aileen | Please consider re thinking the mopac expansion that compromises Austin's precious aquifer and fertile inique, parkland, and Barton Springs |
| **4/21/2026** | Ailyn Ordonez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aimee Batuski | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Aimee Batuski |

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| **5/3/2026** | Aimee Mackovic | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Aimee Mackovic |
| **5/3/2026** | Ainsley Burns | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ainsley Burns |

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| **5/3/2026** | Ainsley Eis | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **3/18/2026** | Ajay Shah | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>Trying to remove/modify one bottleneck merely shifts the bottleneck ! Optimised traffic control would be a better solution. Also decentralising the business and industrial centers by offering incentives would be a better focus!! Destroying /damaging the few ecosystems we have left is accelerating the demise of the city !! Water, not oil needs our immediate attention!!<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw |

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| **4/28/2026** | Akhil Kanna | Dear CTRMA Board Members,<br><br>As a teen born and raised in Austin, some of my fondest childhood memories were biking around Ladybird Lake. These weekly bike-rides started on the hike-and-bike pedestrian bridge. The expansion would surpress the serenity of the bridge, blocking sunlight and diminishing the bridge's serene view for hikers and bikers.<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Akhil Kanna |

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| **4/27/2026** | Al Braden | It is not credible to claim that a project the size and scope of the proposed MoPac South Expansion over the most environmentally sensitive part of the Austin region will have “No Significant Impact.”<br><br>Drilling, digging, and massive construction over the Barton Springs Recharge Zone cannot be done without disrupting, dislodging and potentially destroying many sensitive karst features and cavers which are the lifeline of the Barton Springs system. Sediments from drill penetration, leakage from construction and ongoing road runoff will cause contamination in the system and potentially affect many known endangered species and endanger the purity and flow of Barton Springs.<br><br>I ask for a full and detailed Environmental Impact Statement to research these risks and to thoroughly compare many alternative solutions that could be less damaging.<br><br>My preferred solution is to create one additional non-toll lane in each direction using existing pavement and bridges to the greatest extent possible. Redesign the dangerously short southbound exit to RM 2244 and any other exits and entrances determined to be unsafe.<br><br>High speed luxury toll lanes do not provide the same capacity as a non-tolled lane moving slower at rush hour. Capacity drops rapidly with speed increased speed. Please analyze the total capacity of one non-tolled lane vs. two tolled lanes. We need a solution that moves the most people at a reasonable pace contrasted to a solution that lets the rich buy their way through the line.<br><br>Please work to study the real environmental impacts, work closely with the City of Austin and fashion a solution that meets our needs with the least environmental damage and the most equity at a fair cost.<br><br>Best wishes,<br><br>Al Braden |

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| **4/17/2026** | Al Diaz | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Al Diaz |

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| **4/17/2026** | Al Diaz | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Al Diaz |

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| **4/3/2026** | Al Lodge | To Whom It May Concern:<br><br>IIt is my understanding that paved paths will be built along with the proposed improvements to the South Mopac corridor. My sub-division, Meridian, submitted a request in 2020 to construct a paved pathway from Meridian along Hwy 45 to Escarpment Blvd. The distance is 1.2 miles. This would allow access for more than 3,000 residents to the rest of Austin as cyclists and walkers who would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who utilize the narrow shoulder of Hwy 45. With the current level of increased vehicular traffic on this stretch Hwy 45, it has become extremely dangerous for those individuals!<br><br>City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and access. We have a committee dedicated to this request.<br><br>Thank you for your attention to this issue. |
| **5/3/2026** | Alaina DiGann | As a born and raised austinite, and someone who now lives DIRECTLY in the area of impact for this project, I urge you to halt the project. The community does not want this. It may be beneficial in theory, but in reality it is putting things the community DOES hold dear at risk. There are so many projects this community would love to see TxDOT tackle -- but this isn't one of them. Again, I urge you as a member of this community to cease this project. |
| **4/28/2026** | alan friedman | I strongly object to the proposed MoPac expansion, extending 8.8 miles from Enfield Road to Slaughter Lane and adding 7 lanes across Lady Bird Lake. |
| **5/3/2026** | Alan Frye | I am in favor of Barton Springs pool and resources and NOT more toll roads!!! |

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| **3/25/2026** | Alan Hecht | I DONT WANT: - A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: - Continuous pedestrian-bicycle paths along the project's length. - Converting an existing highway lane to a HOV/transit lane. - CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/23/2026** | Alan Rivaldo | CTRMA and TxDOT have gathered more than enough input from Austin area residents. Now the notoriously vocal minority has come along, trying to throw wrenches into this project, further delaying it and/or trying to prevent it from moving forward. Enough is enough already. The vocal minority is seriously misguided, and trying to make it seem like this project is a threat to the environment, is performative nonsense. This project merely adds more lanes to an existing highway in its current right of way. These pseudo-environmentalists have apparently gotten their local representatives duped into thinking that their viewpoint is valid, when in fact their agenda is merely obstructionist and a sad attempt by the representatives of SOS to regain relevance. The fact of the matter is that they haven't been relevant in at least 20 years, while the average commuter continues to suffer with congestion and precious time wasted in traffic. If there is going to be a political solution to this, then it may be time for the state legislature and/or the governor's office to step in and keep the well-meaning but seriously misguided Austinites at bay before they further ruin others' quality of life by further delaying this project through court battles that they are bound to lose, just like they always do. The time has come to move on and build this thing already! |

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| **5/3/2026** | Alana Bui | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Alana Bui |
| **5/3/2026** | Aldia Bluewillow | Dear CTRMA Board Members, The proposed addition of multiple new lanes, and toll lanes extending 8.8 miles from Enfield Rd to Slaughter Ln, will have significant negative impacts: 5-7 years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. 5-7 years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. Adding new lanes will increase noise and light pollution will disturb residents of surrounding neighborhoods and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs swimmers and wildlife; and traffic congestion will be shifted to north Mopac, 1st St and other streets. Respectfully, Aldia Bluewillow |

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| **4/20/2026** | Ale Eckhoff | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Aleah Noble | I am writing in opposition to the expansion of Mopac south. Further considerations should be reviewed to address the environmental impacts of this project. The heart of Austin is its open greenspace for everyone to enjoy. The Edwards Aquifer could be greatly impacted by this expansion, impacting the water supply for the foreseeable future. In order to make Austin more livable for everyone, we should consider a number of other options, including investing in better public transportation and bike infrastructure. I do not approve of this plan as it currently stands. |
| **4/20/2026** | Alejandra DeChavez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Alejandra Lucio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/26/2026** | Alejandra Paredes | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Alejandra Paredes |
| **3/24/2026** | Alejandro Hernández | Would like to see future designs for the project include shared-use paths/sidewalks with better safety improvements (lighting, distance from curb, good driveway/street striping). There are several pedestrian/bicycle facilities that merely only stub into the ROW when there are certainly opportunities to connect. Where ROW allows, there should be larger SUPs 12'+. Additionally if the Latta/Convict Hill crossing is being improved, consider a diagonal crossing. Finally, the managed lane should be a dedicated bus lane during off-peak hours. |

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| **5/3/2026** | Alejandro Najera | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alejandro Najera |
| **5/3/2026** | Alejandro Najera | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alejandro Najera |

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| **4/21/2026** | Alejandro Ramirez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Alejandro Ramirez |
| **3/20/2026** | Aleksandra Sivolob | We don’t need to keep expanding mopac. If you want to add hog lanes convert an existing lane. Or make improvements like adding continuous bike and pedestrian paths along the projects length. Create some value added for all types of people. |

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| **4/21/2026** | Alessandra ramirez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Alessandra Ramirez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/1/2026** | Alessandra Roosa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Alessandro | I do not want a wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that doesn't resolve traffic issues and worsens urban sprawl. I want: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/23/2026** | Aleta Eddy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Aleta Eddy |
| **3/19/2026** | ALEX | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/25/2026** | Alex | Nice |
| **5/3/2026** | Alex | Please do not put a toll or ruin Barton springs water shed |

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| **5/3/2026** | Alex Abushanab | I do not support the MoPac South expansion as proposed. Adding lanes will induce more driving, not reduce congestion. The EA needs to analyze induced vehicle miles traveled properly and revise the 2045 traffic forecasts. Given ongoing I-35 work, now is the wrong time. The project will disrupt parks, trails, and pedestrian access. We need to focus on transit, biking, walking, and smarter solutions first. |
| **4/20/2026** | Alex Andre Goldfine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Alex Chaniotis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Alex Evans | I urge the CTMA to halt moving forward with any MOPAC expansion until environmental impacts to the Barton Creek system have been studied, at the very least. |
| **3/19/2026** | Alex Fritsch | I am against the MoPac expansion. Widening highways has proven to be ineffective at reducing traffic. With the I-35 project happening concurrently, the last thing this city needs is more construction. This expansion also encroaches on environmentally sensitive areas in Austin that are very close to my heart. It would be heartbreaking to lose even more beautiful land to something as superficial as a highway expansion. It is not necessary for the wellbeing of the residents of this city, most of which are already upset with the I-35 expansion. |

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| **4/25/2026** | Alex Fritsch | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Alex Fritsch |

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| **4/26/2026** | Alex Helm | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Alex Hemingway | I support the Mopac South project! I am usually against highway expansion given that adding lanes creates induced demand, but I think this corridor really needs the improvement. I also appreciate the use of express lanes opposed to general lanes to reduce additional congestion caused by adding lanes. I just think environmental considerations are critical for this project, given that it passes through the aquifer recharge zone. |
| **4/21/2026** | Alex Hendrex | I am opposed to the proposed project because of the minimal benefits to congestion at the catastrophic risk of water quality over the numerous, well documented Karst features. |
| **4/20/2026** | Alex Ligon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Alex Marrero | Dear CTRMA Board Members, BARTON SPRINGS IS THE SOUL OF AUSTIN. We need to PROTECT it. Not endanger it further! <br />I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alex Marrero |

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| **5/3/2026** | Alex Meed | I urge the Authority to have a full Environmental Impact Statement prepared before deciding whether to proceed with this project. I am extremely concerned about the possibility that this project could proceed without its implications being fully known. I live in Downtown Austin, a stone's throw from both the I-35 expansion area and the proposed Mopac expansion area. I also frequently use the Lady Bird Lake trail both for transportation and recreation. When I'm walking the trail, I want to get away from urban noise and vehicle traffic, and a little closer to the more natural environment of the lake. The traffic-pattern changes and ecological impact of this project could permanently alter the lake environment that thousands of Austinites enjoy, and must be thoroughly studied. Further, because the I-35 expansion is already proceeding, the Authority needs to perform a full evaluation to take into account the potential impact of two simultaneous freeway expansions. The effects of one may well be exacerbated by the other. This must be carefully considered. We don't need to get steamrolled by yet another hasty highway expansion. I ask the Authority to conduct a full EIS and otherwise fully understand the effects of the Mopac project before further acting. |
| **4/21/2026** | Alex Mertes | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Alex Mertes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/13/2026** | Alex Muller | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **5/3/2026** | Alex ODay | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Alex ODay |

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| **4/21/2026** | Alex Passanisi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Alex Pendergrass | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alex Pendergrass |
| **5/2/2026** | Alex Perrone | My name is Alex Perrone. Please do not build the highway without a full environmental study.Thank you. |

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| **5/3/2026** | Alex Pizzonia | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Alex Pizzonia |

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| **4/20/2026** | Alex Rapert | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alex Rodney | Ty |
| **5/3/2026** | Alex Stanfield | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alex Stanfield |
| **5/3/2026** | Alex Taylor | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alex Taylor |

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| **5/3/2026** | Alex Taylor | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alex Taylor |

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| **5/3/2026** | Alex W | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alex W |

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| **4/22/2026** | alex 😱 | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | alex 😱 | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Alexa Becker | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Alexa Becker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexa Marie | DONT RUIN BARTON SPRINGS |
| **5/3/2026** | Alexa Pegues | Protect our Austin waterways. No to the Mopac expansion. |
| **5/3/2026** | Alexa Rickard | Barton springs is a place I go to hang out with friends, bring out of towners, and spend the day enjoying nature and the gift of living in Austin. It is a must have to keep safe and uninterrupted. I urge you to complete a full and transparent Environmental Impact Statement. |

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| **5/3/2026** | Alexa Sanchez | It’s 2026 and y'all still think MORE lanes, particularly highway lanes, will help traffic ??! Does the traffic in our neighbor city Houston with more lanes not teach y'all anything???? I swear TX engineers and land surveyors MUST be the dumbest in the country, even though we the people know, y’all need to be publicly shamed more for it so hopefully this comment does its part. We the people of Austin are furious and demand competent people do your jobs. I’m tired of irrelevant out of state even in state “engineers” thinking their schooling helps communities but what is education without experience and knowledge about it ON THE GROUND?! If they were smart they’d know; expansion does not have to be wide it can be VERTICAL AND PUBLIC. We need an efficient and safe inner city rail system that allows us to compete on the same level as an actually developed city not some schlump playground for tech bros. There are empty Amtrak rails already built that could be the catalyst for such a project but building over the nature that attracts so many people to it and is the heartbeat of our city is the solution !?? BE FCKN FOR REAL. and in case you forgot; our anger about this is more justified than your right to build over Barton/zilker so if you can’t handle this comment; grow up child and get a different job. Why should you build the city when you can’t even handle someone holding up a mirror to you?! You can even build layers to the already existing highways and go up rather than out. Boston and New York have nowhere to grow but up so rather than take away what makes Texas Texas; why don’t you use what’s already available and actually make it useful ?!! Considering all the engineers in my life are actually some of the most idiotic people I’ve ever met and have asked myself why is there a pipeline of engineers actually being stupid humans but great at math?? It makes sense this is y’all’s solution. Can’t handle the people’s reactions; GET OUT OF THE PEOPLE’S DECISIONS AND LIVES or at the bare minimum have a good idea ffs. |
| **3/19/2026** | Alexa Smith | I do not want a mopac expansion. It is a ridiculous idea that will only create induced demand for more traffic! I commute daily to North Austin on Mopac and I do not think widening lanes would help this commute. CTRMA should invest in transit, walking, biking and other options. For example, I live .5 miles from Zilker but can’t take a bus directly there. This proposal to widen Mopac is a joke and honestly it’s embarrassing! No actual engineers or city planners with half a brain would think this is a useful solution. Y’all should be ashamed for proposing this. Pray to God it gets struck down and doesn’t go through - so that you may be saved from retribution in the after life. |
| **5/2/2026** | Alexa Teders | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Alexander Bauer | I do not support this project on the grounds of lack of transparency and rigor surrounding the environmental impact study. I also believe that this is an ineffective use of budget, where examples show time and time again that adding additional lanes, especially space inefficient and unequal toll lanes, do not provide long term relief. |

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| **4/24/2026** | Alexander Bonetti | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Alexander Bonetti |

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| **4/21/2026** | Alexander Fielden | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Alexander Fielden | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Alexander Kennedy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Alexander Kennedy |
| **3/13/2026** | Alexander Novotny | The biggest thing that needs changed is updating the 360 to mopac north from a light, frontage road, merge to an onramp. This place specifically is the most congested part of the entire section of improvement. Why you all are leaving it as it is makes no sense. I would also extend this all the way to 45. you are already going south. Just go as far south as you can and be done with it so we don't have to go through construction again. |
| **3/27/2026** | Alexander Pankow | I think this is a good idea that will eliminate massive traffic concerns in South Austin. Please move forward with 2c Alternative. |
| **3/19/2026** | Alexander Pasch | I am firmly against widening Mopac near the river. Highways should not go through or near downtown areas to begin with, but since it’s there already, we should not expand the mistake that is this highway. The greatest cities in the world are |

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| | | known for avoiding or minimizing highways in their central areas. Highways pollute the surrounding area and make it less livable. Let's avoid this and try to be great! |
| **5/2/2026** | Alexandra Alvarez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexandra Arteaga | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alexandra Arteaga |

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| **5/3/2026** | Alexandra Biden | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Alexandra Biden |

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| **4/20/2026** | Alexandra Bublis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Alexandra Chando | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Alexandra Chando | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexandra Ebner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexandra Edwards | Please find a way to ease traffic without endangering waterways, wildlife, and our public parks! |
| **3/19/2026** | Alexandra Kirkilis | I am a Travis County resident of nearly 40 years and I commute via Mopac. I DON'T WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/2/2026** | Alexandra Kirkilis | To whom it may concern,<br><br>I oppose the MoPac South expansion project. I want a full Environmental Impact Statement (EIS). I support funding for rail, transit, and biking instead. Research shows that adding more lanes does not relieve heavy traffic anyway, and this expansion will harm the environment that makes Austin worth living in.<br><br>Thank you,<br><br>Alexandra Kirkilis |

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| **5/3/2026** | Alexandra Mendoza | Hi, I'm a resident of Austin and urge against the project set to expand south mopac into the community's natural spaces. These expansions that are set to destroy habitats of Texas wildlife as well as valued third places for members of the Austin community are fully unnecessary. Our highways have already undergone just about enough construction this city can handle and increasing that nuisance at the cost of natural life is not what I believe we need.<br><br>Sincerely ,<br><br>A concerned member of the Austin community |
| **5/3/2026** | Alexandra Mendoza Ochoa | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alexandra Mendoza Ochoa |

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| **5/3/2026** | Alexandra Nelson | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Alexandra Nelson |
| **5/3/2026** | Alexandra Perry | Barton Springs is the crown jewel of Austin. There is no where else like it, especially in the heart of a city. Please help protect it & all of Barton Creek by not allowing highway (Mopac) expansion in that area. Thank you, from an Austin native |
| **5/2/2026** | Alexandra RObinette | I can see and hear Mo-pac from my home. I live on a high point in Rollingwood, 1500ft. from the already elevated ramps. I was born and raised in Austin, graduated Austin High in 1987. I've been through a lot of cycles of construction, and some of them have been helpful. I'd like to be able to echo the comments of my community on how to help guide current planning in a meaningful way, but I have to be honest: what is being proposed is a waste of time and money. There are some obvious and "easy" solutions that could happen to stretches of Mo-pac south of Ben White/360, but all that mess being proposed near Zilker Park is devastating on so many levels. I urge CTRMA to drop the plans that impact the area near Lady Bird Lake/Bee Caves Rd. and prevent the horrible impacts to this sensitive, beloved region. I know how easy it is to get invested in a plan, so much so that reasonableness no longer prevails, and the execution is inevitable. Please don't. It will not solve anything - people adapt and adjust as needed. Do not ruin the quality of life for the people that have invested so much to love and protect this area - it's why Austin is special. And once it is done it, it can't be undone - and CTRMA will not have succeeded. |
| **5/3/2026** | Alexandra Stenseth | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Alexandra Wolford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexandria Lawhon | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Alexandria Lawhon |

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| **4/23/2026** | Alexia Gioldasis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | alexia johnson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, alexia johnson |

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| **4/21/2026** | Alexie Tether | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I had called Austin my home the last 15 years and STRONGLY believe we have changed things here for the worse and have extracted everything that made Austin AUSTIN and so lovable. PLEASE listen to the people that hold this place near and dear to their hearts<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Alexie tether | STOP PUTTING PAVEMENT WHERE IT DOESNT BELONG!! Say NO to destroying one of the few things old Austin has managed to keep and stay alive thru the growth of the city! WE DONT NEED MORE PAVEMENT! this will ruin what people love about the city and it will ruin the aquifer! Do the math!! USE YOUR HEART AND SOUL NOT GREED AND THE NEED TO CONSUME MORE LAND |
| **5/3/2026** | Alexis Dunbar | Please do not do this. I object!! |
| **5/2/2026** | Alexis Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexis Hernandez | NO to MoPac expansion! |

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| **4/24/2026** | Alexis Hunter | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Alexis Hunter |

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| **4/20/2026** | Alexis Jacobs | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | alexis jairala | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, alexis jairala |
| **5/3/2026** | Alexis Kraus | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alexis Kraus |

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| **4/27/2026** | Alexis Lewis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alexis Piacentino | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/3/2026** | Alexis Thompson | Dear CTRMA Board Members,<br><br>hello, I've had the pleasure of calling central TX my home for the last 16 years. Barton creek and the natural beauty of the area are a large part of what makes this city beautiful - encouraging community, awareness, and love! Our waters and parks are so deserving of our protection, and I oppose the proposition of the Mopac expansion project. I urge you all to consider the recommendations of citizens and guardians of the area, statement below:<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow |

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| | | patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. |

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| | | Thank you for your time and consideration.<br><br>Respectfully,<br><br>Alexis Thompson |

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| **4/21/2026** | Alexis Thompson | A personal note:<br>Please consider these measures, not only to preserve public land but to help the recharge zone. Texas is on the edge of a serious water crisis, and the nature that you cannot find anywhere else in this state deserves our protection so that we may ALL survive. The public wants this land protected, please please consider the mitigation requests as outlined below.<br>Alexis T<br>Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Alexis Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Alfonso Alarcon | I support the Mopac South project. I believe it's needed to add capacity and relieve traffic congestion, which is a problem in Austin. With the awareness of projects built in and around the Edward's Aquifer and other environmentally sensitive areas, I believe this project can be built in an environmentally sensitive way that benefits our community. |
| **4/28/2026** | Ali Bodovsky | I am a resident of the Barton Springs neighborhood and visit this area every single day with my dog and family. This expansion project could be detrimental to the local ecosystem (and Barton Springs as we know it). I love Barton, Austin loves Barton, everyone loves and cherishes Barton Springs. It is a true gem of Austin. Please, I urge you to complete a full environmental impact statement, as required by law. |

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| **5/3/2026** | Ali Weilacher | No to mopac being built on Barton springs |
| **5/2/2026** | Alia Khan | Please do not add any additional toll/express lanes to Mopac. Adding another lane is needed, but it should be a regular traffic lane. The limited number of exits in express lanes does not make sense for a freeway as relatively short as Mopac, which will mean that the number of drivers who choose to use it will be limited. For instance, I generally travel from William cannon to the UT campus area or 45th street exit, so I never use the existing express lane. And if you want to generate more revenue for the city, there are plenty of well-funded tech companies that could handle a small tax. Small for them, but significant revenue for the city. Same goes for AirBnB and pied a terre properties owned by non-residents. Everyday drivers are not the ones on whom you need to be levying fees. Thanks for your consideration! |
| **3/23/2026** | Alianah Suda | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside |

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| | | Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Alianah Suda |
| **3/28/2026** | Alice lin | Please consider adding a paved shared-use pathway connecting the 1.2 miles from Meridian to the existing shared-use pathway at Escarpment Blvd. Thank you. |
| **3/28/2026** | Alice Tilton | Hello, I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for |

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| | | safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. Alice Tilton |
| **5/3/2026** | Alicia Bonte | Do not expand mopac |
| **5/3/2026** | Alicia Bowling?? | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alicia Bowling |

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| **3/12/2026** | Alicia Fiedler | Dear CTRMA Board Members,<br><br>Please realize that this issue is extremely important to me as a resident who has watched Austin grow since the 1990s. I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Alicia Fiedler |

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| **4/20/2026** | Alicia Herrera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>We need more green spaces, thats what makes Austin what it us. Dont destroy what little we have left |
| **5/3/2026** | Alietza | Hi, my name is Alietza and I am born and raised from Austin and Travis County and I wantedto call in asking for an environmental impact report for this South MoPac expansion thatyou guys are proposing.I'm fully against it.I'm really worried about the ways that it would, the runoff would impact the water flowof our springs of our aquifer what what the quality of our rechargezone would look like and how it would impact the umendemic species that live here so this brings me in a lot to me this ismy holy water this is where i um feel like i am at church soanything that impacts that feels really sensitive to me and thepeople that I love. So please don't **** with my water. Thank you. |
| **5/3/2026** | Alina Garcia | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alina Garcia |
| **4/28/2026** | Alisa Hanson | I feel that this is a short term attempt at a solution that will have more negative consequences than benefits. Adding more lanes is not a sustainable long term solution nor does it significantly improve traffic. As an alternative, converting existing lanes into HOV or transit lanes would be a better long term choice for our city, at least until we finally fix all of this with a proper and well funded public transit system such as an expansion to our lackluster public rail system. |

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| **5/3/2026** | Alison Andrews | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Alison Andrews |
| **5/1/2026** | Alison Biers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/12/2026** | Alison Campbell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/19/2026** | Alison Campbell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Alison Campbell |

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| **3/12/2026** | Alison Campbell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/19/2026** | Alison Campbell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/14/2026** | Alison Norma | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I drive this stretch of MoPac during rush hour (and going the direction of traffic) five days a week, and I promise you I would rather stay in that traffic than have this expansion. I am worried about the environment, about the pollution, about everything. I would much rather have a train that I could take to work.<br><br>For now, though, I would love clarity on the environmental impact. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to |

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| **4/4/2026** | Alison Prince | Dear CTRMA Board Members,<br><br>Dear Officials,<br><br>I am writing to strongly oppose the proposed 8.77-mile MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS). While the Draft Environmental Assessment claims "no significant impacts," the project poses the following critical risks:<br><br>- Aquifer Contamination: The route crosses the Edwards Aquifer Recharge Zone. Construction and 110 acres of new pavement will funnel untreated pollutants (sediment, heavy metals, and oils) through karst features directly into Barton Springs.<br><br>- Endangered Species: The project threatens the Barton Springs and Austin Blind salamanders. These federally endangered species are highly sensitive to the water quality and flow disruptions this expansion would cause.<br><br>- Watershed Impact: The corridor crosses Barton Creek, Eanes Creek, and Lady Bird Lake, jeopardizing the regional watershed. The aquifer is already dangerously low due to climate change and development and this will forever alter the aquifer and very well could disappear something that makes Austin special.<br><br>- Community Health: Expanding to 13–18 lanes will significantly increase noise and PM 2.5 air pollution, specifically impacting students at Austin High School and surrounding neighborhoods. Austin already has more lanes than exist in Tokyo, a city much larger. Saving 5 minutes isn't worth spending billions.<br><br>- Public Assets: The expansion will disrupt major public trails and parks. People come to live here because of our green spaces, you must seriously consider what happens when these are forever altered.<br><br>Given these environmental and public health threats, a rigorous EIS is essential before any further action is taken.<br><br>Do what's right for our city,<br><br>Alison Prince |

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| | | For the love of water in Central Texas,<br><br>Alison Prince |

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| **4/23/2026** | Alison Rea | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/21/2026** | Alison Silva | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Alison Valente | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Alison Stonhaus |
| **4/27/2026** | Alissa Ruder | I am very concerned about the mopac expansion. Barton Springs - be specific. I urge you to complete a full and transparent Environmental Impact Statement. Barton Springs and the energy here in Austin are WHY people live here and want to move here. It makes the city so much money. Please don't make this city like every other city in the US….Austin is the #1 capital for a reason. It's nature. Not highways. Please. Please. |

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| **4/20/2026** | Aliya Rosenbloom | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>When... on planet earth has an expansion in a senstaive recharge zone had “no significant impacts...” It is offensive that you think the general public of Austin is that dumb and cares this little about what we hold most valuable here.<br><br>Expanding the roadway by over 100 acres of pavement will obviously increase runoff carrying oil, heavy metals, and other pollutants into creeks and recharge features that feed the aquifer. This corridor crosses multiple waterways that flow directly to Barton Springs, deepening the risk to an already stressed system.<br><br>This isn’t just about water quality--it’s about the health of an entire ecosystem.<br><br>At a time when the Edwards Aquifer is already under pressure from drought and growth, we should be proceeding with extreme care. This project warrants a full Environmental Impact Statement to truly understand the cumulative impacts and explore less damaging alternatives.<br><br>Barton Springs and the aquifer are not just environmental assets--they are part of the identity and daily life of this city. I urge you to require a full Environmental Impact Statement before moving this project forward.<br><br>Please step out of the mindset of development and money for one second and look towards what we might actually view as wealth in the future-- our water.<br><br>For the love of water in Central Texas,<br><br>Aliya Rosenbloom |

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| **5/2/2026** | Aliyah Morales | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aliyah Moss | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Aliyah Moss |

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| **5/3/2026** | Aliyah Moss | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Aliyah Moss |
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| **5/3/2026** | Aliyah Moss | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Aliyah Moss |

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| **5/3/2026** | Alizabeth Mcafee | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alizabeth Mcafee |

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| **4/30/2026** | Alli Bertram | This expansion will:<br><br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br><br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn't see it, Austin's air quality just received a failing grade from the American Lung Association). |
| **5/3/2026** | Alli Crew | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Alli Crew |

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| **5/3/2026** | Alli Love | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alli Love |
| **5/3/2026** | Alli Tithof | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alli Tithof |
| **4/20/2026** | Alli Waddell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Allicyn Phillips | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Allicyn Phillips | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Allie Meger | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Allie Meger |
| **5/3/2026** | Allie Schlener | Save Barton Springs ! Stop Mopac |
| **4/22/2026** | Allie Zodin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Allie Zodin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/14/2026** | Allison DeWitt | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Allison DeWitt |

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| **5/3/2026** | Allison Drish | Dear CTRMA Board Members, <p data-start="404" data-end="755">It is unacceptable and incredibly irresponsible that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. <p data-start="757" data-end="780">Key concerns include: <ul data-start="782" data-end="2196"> <li data-section-id="vtrp38" data-start="782" data-end="1003">Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.</li> <li data-section-id="11wkozu" data-start="1004" data-end="1350">Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.</li> <li data-section-id="1q7q9zu" data-start="1351" data-end="1665">Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.</li> <li data-section-id="1u6ck9e" data-start="1666" data-end="1882">Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.</li> <li data-section-id="1pkqq4i" data-start="1883" data-end="2055">Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.</li> <li data-section-id="155nsn4" data-start="2056" data-end="2196">Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.</li> </ul> <p data-start="2198" data-end="2385">Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  I urge you to reconsider.  <p data-start="2387" data-end="2423">  Sincerely, Allison Drish |
| **3/28/2026** | Allison Ferris | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it’s only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **5/3/2026** | Allison FInn | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Allison FInn |

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| **5/3/2026** | Allison Garrow | Hello, this is Allison Garrow and I'm calling to ask that you please do a full environmentalimpact statement on how this expansion is going to affect not only the Edwards aquiferbut all of the habitat for these endangered species that call it home.I'm here at the Springs right now, and this place is so special.It is the most magical land that Austin has.It is a place where community gathers.It's where we come to seek relief during the hottest months of the year.These waters are healing, and what happens to the water happens to the people.Right now, you know, there is so much at risk and water is being threatened everywhere.We have an opportunity to reimagine how we move forward and adding more lanes for moretraffic, more pollution, only to shave off a few minutes of commute time, it's not worthit.It's really not worth it, and I'm pleading with my whole heart that you consider other ways.Thank you. |
| **4/20/2026** | Allison Gordon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Allison Hohimer | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Allison Hohimer |
| **5/3/2026** | Allison Hohimer | Please do not expand mopac over the precious watershed area that encompasses Barton springs. Austinites love our springs and do not want them tainted by construction. I beg you think of future generations!! |

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| **5/3/2026** | Allison Lang | Given the potential impact to water quality and access to our parks and springs, the city must conduct a full environmental impact statement. The addition of more toll lanes throughout the city has not solved traffic problems. Instead, the construction causes accidents, pollutes our natural areas, and makes outdoor access more difficult. It is wholly irresponsible to fast track this project. The most detailed review needs to be conducted, given that our waterways already face significant environmental challenges. The current assessment is not sufficient. |
| **5/3/2026** | Allison Paranka | Dear CTRMA Board Members, I run on the hike and bike trail, the greenbelt, and swim in Barton Springs on a daily basis. These trails and wildlife areas are integral to maintaining access to nature for Austin residents, for protecting our environmental area, and preserving what we can of the already depleted aquifer. Uncalled for and UNASKED FOR Construction for years in this area would cause untold disruption for citizens, wildlife, and ecosystems around Lady Bird Lake and the Greenbelt. We are already living through hell with the I-35 construction project -- to have both major highways bottlenecked with construction for years at a time AND have restricted access to the Mopac pedestrian bridge and Zilker park for unnecessary highway expansion is untenable, not to mention the massive ecological impact this would have on some of our most precious nature. I STRONGLY oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Allison Paranka |

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| **3/12/2026** | Allison Patrick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Allison Patrick |

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| **4/1/2026** | Allison Patrick | Central Texas Mobility Authority,<br><br>I am appalled at the greed of your company and 7 board members desire to create more lanes of traffic through the heart of our greenbelt just to line the corporate pockets.<br><br>Does the Central Texas Toll Mobility Agency even care about the Austin community? You will destroy Barton Springs, the salamander habitat, the greenbelt, Midnight cave, the karst Edwards Aquifer, residential water supply, hundreds of trees, wildflowers, just to make a dime.<br><br>Your company could never bring back our environment back from this permanent destruction. The additional lanes of Mopac in a natural area that draws so many people to visit Austin, and what so many residents love about Austin, is not only shocking in a town like Austin, but it is morally wrong.<br><br>I guess corporations ran by Abbott, like to wait until the EA are cut by 55% as of January of this year, so you can get away with it. It is disgusting and I hope your toll roads go belly up after the mid-terms , and certainly after your corruption is exposed in the next presidential race.<br><br>Your company ruins beauty and awe, and our environment.<br><br>A. Patrick |

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| **3/31/2026** | Allison Patrick | Hi, my name is Allison Patrick and I'm a resident here over by Barton Springs and Barton Skyway area and I am deeply concerned about the expansion with the Texas, Central Texas mobility and what environmental impact that would have on our precious ecosystem over in Barton Springs. We are already facing a lot of extreme drought, tree destruction, construction, traffic noises, extreme temperatures. Why do we need two more toll lanes? It's only going to save, you know, 10 minutes and ruin our environment for years to comes the tall people can make more money. This is absolutely insanity. There are other ways to go. And an inconvenience to have a beautiful city that thrives with trees and nature and beauty is what makes Austin so special. It's very upsetting. Maybe you should go build your toll around the data centers. Yes, it seems like they're all on the same team. Thank you. I do not support this, and it really needs to stop. And of course, the EPA that we don't have any longer, You know, it's very, the funding has run out. Why would they be the one who's considering the environmental impact on this and paying for it? I get them paying for it, but it's not going to be fair. It needs to be a third party that the city, the Environmental Protection Agency, also recommends. This is just bully. Have a great week. |
| **4/20/2026** | Allison Phillips | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Allison Wallace-Fuarez | My name is Allison Wallace-Fuarez and this is not just about Austin, it's about nature, it's about life, water is life, and endangered species are in Barton Springs and this isinsane that nobody's paying attention to exactly the damage that's going to be done, not maybe.And we have to think about more than just the dollar signs. This is going to be a life long impact that impacts our children, our children's children, and we can't keep letting dollar signs be the biggest thing that we care about. Without water, humans, animals, plants cease to exist.And think about all of the peoplethat travel to Austin for Barton Springs.It's a huge deal.People come from all over. I've been going to Barton Springs since the 90s. My grandparents, my grandfather, who was a Supreme Court judge and a Senator, his name is James Wallace, he came to the area because he loved the area and he kept us in the area.and my parents relocated to Georgetown,and I've spent my entire life,and I'm almost 42 regularly being at Barton Springs,so to potentially have it threatened with a highwayis just insane. Please think about nature, not the dollar signs. |

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| **4/20/2026** | Allison Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Allistar Blue | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ally Culpepper | I would rather my tax dollars go to protection the environment!! Nature first!!! |

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| **5/3/2026** | Ally Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ally Young | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ally Young |
| **5/3/2026** | Allysa Dallmann | Do not expand. We don’t need larger roads, just more public transport. |

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| **5/3/2026** | Allyson Buchanan | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Allyson Buchanan |
| **4/26/2026** | Allyson Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/12/2026** | Allyson Garro | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Allyson Garro |
| **5/3/2026** | Allyson Garro | Dear CTRMA Board Members,  What happens to the water, happens to the people. This expansion project is careless and will threaten the vital infrastructure of our aquifer, and do irreparable harm to our water, the delicate ecosystem of wildlife, and the health of the people who call Austin home. <br /><br />  Can you imagine the hot Austin Summers without Barton Springs? Don't sell out our sacred waters for more pavement! We will all choke on the pollution of these bad decisions for years to come. The time to protect our home for future generations is NOW! Please listen to the ones advocating for safer transit solutions.  Sincerely,  Allyson Garro |

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| **4/23/2026** | Alma Ramos | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Alma Ramos |

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| **4/30/2026** | Alun Thomas | Good afternoon, CTRMA Board Members and Project Team,<br><br>Please accept the attached letter as an official public comment from the City of Rollingwood, the City of West Lake Hills, and the Westlake Chamber of Commerce on the MoPac South Draft Environmental Assessment. A paper copy of the letter has also been mailed to your office.<br><br>Should you have any questions or need anything further, please let me know.<br><br>Sincerely,<br><br>Alun Thomas<br><br>City Administrator<br><br>City of Rollingwood<br><br><<Attachment>><br><br><http://www.rollingwoodtx.gov> |

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| **4/22/2026** | Aly Tharp | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Aly Tharp | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Alycia Lendo | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Alycia Lendo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Alysa Nunez | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Alysa Nunez |

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| **4/27/2026** | Alyson Garlick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Alyson Garlick |
| **3/17/2026** | Alyssa | Protect Barton Springs. Invest the 825 million dollars into public transportation. |

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| **5/3/2026** | Alyssa Clayton | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Alyssa Clayton |

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| **4/29/2026** | Alyssa Dixon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>While I would rather no expansions be made, and efforts be made instead to look into improvements to public transportation that would lessen road traffic, I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Alyssa Gallion | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alyssa Galloway | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Alyssa Galloway |

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| **4/20/2026** | Alyssa Galloway | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. These mitigation requests are critical to ensuring the long term sustainability and health of Austin green spaces, an element that locals love and keeps people moving to our city. We must respect and protect our natural green spaces as a first priority, for the long term thriving of our city.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Alyssa LaBau | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Alyssa LaBau |

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| **4/26/2026** | Alyssa Lopez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Alyssa Murphy | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/25/2026** | Alyssa Porfidia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>-A commitment to protecting any creeks, rivers, lakes, aquifers, or any other bodies of water. This includes preventing any pollution feeding into them<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Alyssa Salazar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | alyssa sanders | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | alyssa sanders | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Alysse Balmer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>alysse balmer |

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| **4/27/2026** | Amalia Scatton | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Amalia Scatton |
| **5/3/2026** | Amanda | Do expand mopac. Use the light rail taxes and build the light rail more efficiently. Stop allowing private investors to pickpocket your constituents for decades |

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| **4/16/2026** | Amanda Phillips | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>I was born here in south Austin 36 years ago and grew up swimming in the green belt and the springs. Yes, I've seen the traffic get worse but you know what's worse?! The water going down, green belt drying out, our beautiful nature areas being flattened for endless construction. People can wait longer on the road, we can't replace the springs. It's part of what keeps us sane in this mad world!<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow |

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| | | patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. |

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| | | Thank you for your time and consideration.<br><br>Respectfully,<br><br>Amanda Phillips |

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| **4/22/2026** | Amanda Raby | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Amanda Raby |

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| **5/3/2026** | Amanda Avery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Amanda Bejarano | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amanda Bejarano |
| **5/3/2026** | Amanda Bejarano | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amanda Bejarano |

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| **5/3/2026** | Amanda Bender | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Amanda Bender |
| **5/3/2026** | Amanda Bowman | I oppose expanding MoPacSouth with toll lanes or without. South is never that busy (my job takes me all over the region). Expanding MoPac will cause major environmental degradation to the Barton Creek Zones plus the Edward's Aquifer. Water before traffic! |

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| **4/22/2026** | Amanda C | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Amanda C | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/27/2026** | Amanda Clements | Dear CTRMA Board Members,<br><br>Any person that knows the importance of the aquifers, wildlife, endangered species, and overall God given environment, shall know that the MoPac South expansion plan is ABSURD! I object to the proposed plan to expand MoPac South!<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Amanda Clements |

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| **5/2/2026** | Amanda Denson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Amanda Dorner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Amanda Gaber | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Amanda Gaber |
| **5/3/2026** | Amanda Goodrich | I do NOT want to see this project go through. Expanding MoPac in this way would not only endanger our waterways and wildlife, it would be an eyesore to one of the few remaining natural habitats left in the city. |
| **5/3/2026** | Amanda Graves | Rather than molding nature to meet our needs. Or in this case, blatant greed, let Austin be a place that molds itself to the needs of the land. Our greenspaces are what make Austin so special and protecting them at all costs also protects us, our health ,and out children. |

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| **5/3/2026** | Amanda K Leach | I am writing to formally submit my comments regarding the Draft Environmental Assessment (EA) for the MoPac South Expansion project. I strongly urge the CTRMA and TxDOT to rescind the current Draft EA and instead conduct a full Environmental Impact Statement (EIS).The proposal to add up to six new lanes across nearly nine miles of the Edwards Aquifer Recharge Zone constitutes a "significant impact" that cannot be legally or ethically mitigated under a Finding of No Significant Impact (FONSI). A full EIS is required for the following reasons:Irreversible Risks to Drinking Water: The project involves extensive drilling and excavation into the porous karst limestone of the Edwards Aquifer Recharge Zone. This creates direct conduits for toxic highway runoff—including heavy metals and petroleum products—to enter the primary water source for over two million people without natural filtration.Endangered Species Protection: The project poses a direct threat to the federally endangered Barton Springs Salamander and Austin Blind Salamander. Any degradation in water quality or alteration of subterranean flow paths could lead to the extinction of these species, a significant impact that demands the "hard look" only provided by an EIS.Failure to Meet Local Water Quality Standards: The Draft EA indicates an intent to follow state-level water quality standards rather than the more stringent Save Our Springs (SOS) Ordinance. Given the sensitive nature of the Barton Springs Zone, ignoring local protections is a significant omission.Community and Visual Impacts: The proposed construction of 20-foot-tall noise walls near Zilker Park and Lady Bird Lake will fundamentally alter the character of Austin's most iconic green spaces. Furthermore, the increased air pollution near Austin High School has not been sufficiently analyzed for long-term health effects on students.Lack of Meaningful Alternatives: The Draft EA focuses almost exclusively on toll-lane expansion and fails to rigorously evaluate multimodal alternatives, such as expanded transit or "demand management" strategies, that would not require building over the recharge zone.For these reasons, a Finding of No Significant Impact is inappropriate. I request that the agencies fulfill their obligations under NEPA by initiating a full EIS process that includes a more thorough scientific review and broader public engagement. |
| **3/24/2026** | Amanda Kale | I support this project because it directly addresses the growing congestion issues and travel times that the Austin community is experiencing. I'm hopeful that the improvements will help create a more consistent transit route, improve overall traffic flow, and allow emergency responders to reach people more quickly. These changes will benefit the community greatly. |
| **5/3/2026** | Amanda Kuroda | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Amanda L. Clements | The South Mopac expansion project must be haulted. The environmental studies for the area have not been thorough nor extensive for the vulnerable area. The proposed project will only cause more issues, both temporarily during construction as well as LONG TERM DAMAGE. The God given land along with the natural wonders of the area must be left alone. Amen. |

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| **4/29/2026** | Amanda Lynch | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I would prefer that MoPac not be expanded at all, due to the large environmental cost. However, in the event that it does go forward:<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Amanda Olson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amanda Olson |
| **5/3/2026** | Amanda Ph?m | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. * Please care about the future of our children growing up in a safe, natural environment. *Green spaces should be respected and protected for everyone to enjoy for generations to come. *Keep Austin thriving without causing harm to local communities and our wildlife neighbors. *Improve public transport infrastructure Respectfully, Amanda Ph?m |

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| **4/22/2026** | Amanda Raby | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Amanda Raby |

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| **4/20/2026** | Amanda Rohlich | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Amanda Schauer | I do not care about a highway expansion. I will always choose traffic no matter how heavy, over disrupting our clean drinking water, the thousand year old caves, and the species that occupy the area this will affect. We don't want a highway expansion. We want our nature preserved with more care. Stop the Mopac expansion. |
| **5/2/2026** | Amanda Schauer | The heart of our city is Barton springs and zilker. These spots are one of the biggest draws for new residents and tourists. Our city is built on some of the most beautiful nature areas. Expanding mopac removes that heart. It threatens the beauty. It threatens the wildlife. It threatens our drinking water. It is not needed. I would rather sit in traffic than disrupt our nature areas and water supply. Please do not expand mopac. |
| **5/2/2026** | Amanda Shaftel | I sincerely request this project down not move forward. Barton Springs is the heart of this city, without its clean waters, the city and its residents would suffer. Please don't ruin our city. Our current residents and future generations beg of you. |
| **3/24/2026** | Amanda Sherard | I live so close to Mopac & want to keep it a local highway. Less people drive now due to work at home from Covid. We should have more metro |
| **3/24/2026** | Amanda Sherard | We don't need more construction to this magnitude! Offer metro, more bike lanes, keep MoPac local, less people are on the roads since work at home opportunities! This construction proposal won't save that much (4 minutes) of commute time. |
| **5/3/2026** | Amanda Townsend | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Amanda Townsend |

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| **4/20/2026** | Amanda Utter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Amanda Wright | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Amanda Wright |

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| **4/26/2026** | AMANDA YOUNG | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>AMANDA YOUNG |
| **5/3/2026** | Amatist | I oppose the south MoPac expansion! A full environmental impact statement must be completed before any such project is considered. Barton Springs is Austin’s treasure and MUST be protected. |

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| **5/3/2026** | Amaya Shiva | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Amaya Shiva |
| **4/20/2026** | Amber Andel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Amber Armendariz | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amber Armendariz |

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| **4/23/2026** | Amber Bezzant | Dear CTRMA Board Members,<br><br>Hi! Below is the letter they the powers that be wrote for me but I wanted to add my own thoughts. Toll roads are super icky. I mean, how greedy do you have to be to make people pay to get to work? Roads are a public good. Water is a public good. If you destroy our lack of water, who will you have to drive on your roads? We will all have to move away. And the recharge zone is so pretty. Toll roads are not pretty. We don't want to look all concrete like houston or Dallas so we? I thought so.<br><br>Okay well, have the day you deserve.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile |

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| **4/22/2026** | Amber Byfield | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Amber Byfield | Dear CTRMA Board Members,<br><br>This expansion CANNOT happen. I live right in the heart of zilker, the springs are a humongous part of my childhood and life. This expansion will pollute our very valuable waters, our nature in zilker park, the critters who live here amongst us, and all of US ourselves. The pollution will affect commuters, affect the students at Austin High, and the tourists and locals who bask in Zilker parks beauty. This will harm us all, and it should not happen.<br><br>Sincerely,<br><br>Ina Ashcraft |
| **4/22/2026** | Amber Byfield | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Amber Herndon | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amber Herndon |
| **4/21/2026** | Amber Jekot | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/3/2026** | Amber Lindholm | Hello, I am an Austin resident who has lived in 78704 zip code since 2010. I have spent countless hours hiking the Barton Creek Greenbelt and swimming in Barton Springs. I visit the Butler Hike and Bike trail to walk under Mopac and around the three mile loop multiple times a week. I am an avid nature lover, a certified Master Naturalist who spends time helping maintain and restore our native ecosystems for the health of our community. And, I am a mother of three kiddos who attend AISD.<br><br>I am concerned about the plan to expand Mopac South for many reasons, most notably the sensitive ecoregion that Mopac runs through which is our Edwards Aquifer Recharge Zone. Water is and will continue to be one of our most vital resources here in Central Texas and we need to be incredibly careful with how we handle anything in this zone. I demand that this project undertake a full Environmental Impact Statement (EIS) to fully understand all of the environment impact that may take place... to the water, the land, the endangered animals, to the humans that live, work, and play in these areas every day. We cannot proceed with such a massive construction project without understanding and mitigating these issues.<br><br>I am also concerned that we do not have the full picture with up-to-date traffic volume and pattern data. Please ensure that this is understood... what traffic looks like today and projections based on the other multiple large scale projects happening around town. I would love to also see alternatives explored that are not a blanket expansion of pavement from end to end... it seems incredibly excessive to add 4-8 lanes onto this area of the highway with only a small improvement of time to people's commutes. Everything that I've read about this project makes it seem that the cost to our environment and our community is not proportional to the benefit.<br><br>Austinites have great pride in our natural spaces: our creeks, greenbelts, our hiking and biking trails, our lake, our springs. We deserve a solution that protects our environment, keeps our air and water clean, and invests in better transportation alternatives than solely single commuter automobiles. We must do better for our kids and for our future. Please respect our identity as a city that values nature, water, and health. Thank you for your consideration.<br><br>Amber Lindholm<br><br>Austin TX 78704 |

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| **4/23/2026** | Amber Lucien | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Amber mcgarrahan | I am a resident of Austin, Texas and I have lived in Texas my whole life. The expansion project would put our environment at risk as well as many native species. I do not approve of this expansion of Mopac, it will not do anything to positively impact traffic flow and the construction is destructive to our city. |
| **4/20/2026** | Amber Nuchols | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Amber Richards | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Amber Richards |
| **5/3/2026** | Amber Walker | There is no Planet B. This earth, this city, and these springs are not ours to destroy, we have a responsibility to protect them. There are other ways to improve traffic without any further destruction of the springs. |

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| **5/3/2026** | Amber Williamson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amber Williamson |
| **5/3/2026** | Amber Wilson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Amber Wilson |
| **5/2/2026** | Amelia | Hello, my name is Amelia. I live at -.We're calling about the expansion on the MOPAC highway. We demand that there's afull environmental investigation to make sure all the wildlife and endangeredspecies are taken care of and we also don't agree with it because we do notthink it's actually going to help us in any way. Toll roads are really expensiveFirst off, and second, it would cause a lot of pollution, not only to the roads and theenvironment, but to the water, and which aquifers, one of the most precious aquifers, not onlyin Texas, but in the world.So we ask that you not only reconsider it, but cancel it all together.It's the smartest thing we can do for our entire community.for you, for your family, for the future. So let's stop this. Thank you. |

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| **4/22/2026** | Amelia Cane | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Amelia Cobb | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Amelia Lopez | Dear CTRMA Board Members,<br><br>We are water! What we do to water we do to ourself. Anybody who doesn't see this is lacking basic intelligence.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Amelia Lopez |

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| **4/20/2026** | Amelia Lopez | What we do to the land and water we do to ourselves and future generations!!!!!! Please think!!!!<br>Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Amelia Lopez | Dear CTRMA Board Members,<br><br>We are water! What we do to water we do to ourself. Anybody who doesn't see this is lacking basic intelligence.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Amelia Lopez |

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| **5/3/2026** | Amelia Scott | Hello, my name is Amelia Scott. I'm 10 years old and I live in Austin, Texas.I'm here to tell you that what you're doing is breaking the federal law. You can't build something near endangered species.Specifically the salamander.If youIt is a federal law. You can't do that. Another thing is you're taking away childhoods.My dad learned to swim there, I learned to swim there, there are so many kids that havehopes and dreams and they want, they want to have a place where they can share theirchildhood with their children and generations to come.If you do this, you're going to be taking away childhood, dreams, and the only placewhere a certain type of endangered Salamander lives in the entire world.So I hope you hear me and all the other voices who are trying to fix this.It's horrible.I know I'm only 10 years old, but I have a very strong voice, and I promise you thisproject is going to take so much money.I have calculated every single income, and I can tell you that what you're doing, inmy opinion, is wrong.I really want you to hear me and all the other voices out there.We may be small, but we're powerful, just like me.Also, if you break the federal law, you could go to jail, and no one wants to go to jail.The federal law, you cannot build anything near endangered species, especially when there'sonly a few in the entire world.Do you want to make a species go extinct?I don't think so, but if you do, I don't know what you're thinking.Goodbye. |
| **5/3/2026** | Amelie Maclay | Dear CTRMA Board Members, Ive lived in Austin my entire life and I would hate to see the little bit of undeveloped greenery we have be destroyed. I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Amelie Maclay |
| **4/25/2026** | Amelie Spadaccini | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Amelie Spurlin | I grew up in the Austin area and care to see it grow and change in an accessible way. I DON'T want a wider mopac! More lanes will cause worse traffic. I OPPOSE more express and toll lanes. I DO WANT continuous pedestrian and bike paths along the project length! I want to see the city of Austin and CTRMA to invest in WALKING, BIKING, AND TRANSIT infrastructure rather than DOUBLING DOWN on highway expansion! |

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| **5/3/2026** | Amelie Trieu | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Amelie Trieu |

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| **4/17/2026** | Amie Maciszewski | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Amie Maciszewski |

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| **4/17/2026** | Amie Maciszewski | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Amie Maciszewski |
| **5/3/2026** | Amie Pena | I do not agree with this proposal |
| **5/3/2026** | Amie Raftus | This is appalling. We live centrally and the idea that you are planning (without doing an environmental review) to pave over environmentally sensitive areas to widen ROADS is shocking. This whole area JUsT lived through multi year road closure and construction and before we can catch our breath and enjoy normalcy we hear about THIS…feels like y'all are constantly reacting to th cities growth vs planning for it. |
| **4/18/2026** | Amit Kumar Singh | The area south of Colorado river is environmentally sensitive and is a part of Edward Aquifer Recharge Zone. Add more road pavement will have serious detrimental affect on underground water, Barton Spring and Green area near Zilker park. It will push more traffic in public green spaces. Adding more lanes is not going to fix traffic. It would fill up quickly. |

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| **5/3/2026** | Amna Hamed | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Amna Hamed |
| **5/3/2026** | Amrit Banwait | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Not to mention, these green spaces are a significant draw for tourism and out-of-state investment; damaging them in pursuit of trying to satiate the endless thirst of (what shouldn't be) a car-centric city. Sincerely, Amrit Banwait |
| **5/3/2026** | Amy | I am concerned about the environmental impact of this project on zilker park and the greenbelt and would like an environmental study to be completed before the project is approved |
| **5/3/2026** | Amy | Please protect Barton Springs and Austin’s natural areas! Thank you |
| **3/28/2026** | Amy Ashbaugh | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it’s only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I strongly request this addition! The addition will help support the businesses at GR golf and tennis, and the restaurants and local boutiques/shops at Escarpment village, as well. Limited parking mitigated by bike and pedestrian access. Thank you! |

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| **5/3/2026** | Amy Bickford | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Amy Bickford |

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| **5/2/2026** | Amy Bushong | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/23/2026** | Amy Constant | Dear CTRMA Board Members,<br><br>I absolutely oppose the MoPac South highway expansion project. There are other ways to mitigate congestion and your data justifying the project is out of date. The thought of the destruction, pollution, and construction involved is incredibly concerning and certainly not worth the time savings for future commuters.<br><br>I'm also deeply dismayed at the lack of impact study and disclosure of impacts. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>And then there's the time and discomfort of construction, time that I won't get back in my lifetime. I am on the trail 3+ days a week and at the springs 2+ days a week in the summer. My precious trail will be closed for years, not to mention the pollution I'll inhale after when using the trail and the pollutants that will flow through Barton Springs. And there's a true detrimental impact to the animals and habitats in the construction zone. None of this is worth it!<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank you for valuing a resident's and long-time Austinite's input.<br><br>Amy Constant |
| **5/1/2026** | Amy Foster | Though I do not live in Austin, my office is located there and I frequently travel in and through the city. I am opposed to this proposed expansion of MOPAC through environmentally sensitive areas over an important part of an aquifer recharge zone. We can live with traffic. We can not live without water. Also, as someone who has lived with traveling on a constantly expanding I35, enduring construction that never ends and never seems to actually reduce the heavy traffic, perhaps these funds should be directed toward a public transportation system instead of constantly widening roads. Other world class cities do it - we Texans should try it, since it works like a dream all over the world. |

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| **4/21/2026** | Amy Gerhard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Amy Martin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Amy Morris | Dear CTRMA Board Members,<br><br>I am SOOO OVER having to fight every year for our green spaces. It is my personal misson to vote out ANYONE who supports these projects and vote in EVERYONE who wants to protect our spaces. WE ARE RUNNING OUT OF WATER AND GREEN SPACES.<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Amy Morris |

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| **5/3/2026** | Amy Nappier | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Amy Nappier |

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| **5/3/2026** | Amy Nelson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Amy Nelson |
| **3/18/2026** | Amy Pancake | Dear CTRMA Board Members,<br><br>It is not worth anyone's time to draft cemprehensive emails explicating all the fine points of the clearly defective plan that has been put forward.<br><br>Use your common sense - the world as we know it is in its death throes - you want to throw another match on the fire so hyou can meet your tiny, selfish goal of making a living for your family while screwing your same family's future irrevocably?<br><br>Really?<br><br>Really?<br><br>YOu don't have that right. You do not have that right. None of you do.<br><br>Check yourselves.<br><br>For the love of water in Central Texas,<br><br>Amy Pancake |

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| **5/3/2026** | Amy Pancake | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">Everyone knows thos project is wrong headed - even the people who are responsible for it - y'all are just trying to make busywork for yourselves between birth and death and it shows and it is pathetic. The only work left to do is to protect our water - not pollute and destroy it. Go fond god or something but stop trashing a planet you have no right to destroy. Sincerely, Amy Pancake |

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| **5/3/2026** | Amy Pattillo | Dear CTRMA Board,<br><br>I'd like to begin by thanking you all for taking the time over the past decade to consider community input and request additional changes and information about the Mopac South project. I've appreciated the opportunity to participate in meetings with CTRMA staff, and the dialogue that has been offered. Thank you each for your stewardship of our community resources.<br><br>I am encouraged by some of the changes made along the way, and I remain hopeful that there will be another round of thoughtful evaluation of this project's design.<br><br>As policymakers, I ask that you consider the following.<br><br>Over the last decade of community feedback, including during the current public comment period, a consistent theme has emerged: the community recognizes the need for improvements on Mopac, but continues to question whether the project's scope — with its narrow focus on traffic traveling from Slaughter Lane to Cesar Chavez — has yielded a design that represents the best use of our area's financial and environmental resources.<br><br>For example, if the project goal were to reduce congestion and improve safety for all origins and destinations along the Mopac South corridor, would elevated toll lanes over Bee Cave Road still be in the preferred alternative?<br><br>The proposed elevated toll lanes over Bee Cave Road are presented in the preferred alternative on the basis that they will provide reduced, reliable travel times for traffic between Slaughter Lane and Cesar Chavez. However, these elevated toll lanes negatively impact traffic entering and exiting at Bee Cave Road, which is a significant portion of the traffic entering and exiting Mopac South. A separate alternative — with toll lane ingress/egress on the inner lanes of Mopac — has also been studied, providing comparable, reliable travel time benefits while avoiding these drawbacks. That alternative offers longer acceleration and merging lanes, similar to those installed on Mopac North. It does not pair toll lane ingress/egress with Bee Cave Road's general traffic lanes, thus not creating the weaving, differences in speed, and other safety concerns that the elevated toll lanes introduce. And it would not require spending a large portion of the project budget on elevated structures in an environmentally sensitive area. Elevated lanes carry significant construction time and costs, require deep excavation for structural supports, and produce ongoing noise impacts that cannot be mitigated. With so many regional roadway projects competing for funding, are these elevated toll lane structures worth the cost when an alternative exists that achieves similar travel time benefits, reduces safety and congestion impacts for both Slaughter-to-Cesar drivers and Bee Cave Road drivers, costs considerably less, and has reduced construction times? |

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| | | The community also continues to ask whether the proposed design will produce a safer roadway for all users. Are ramp lengths and positions designed to alleviate existing bottlenecks, and not create new ones? Are known bottlenecks in general lanes and frontage roads being addressed?<br><br>For instance, the proposed connection of Mopac South to Mopac North proposes reversing two existing toll lane ingress and egress points, and it is unclear how this improves safety for any users. The proposed ramp lengths at these points are short and will likely introduce new bottlenecks in general lane traffic, along with choke points in the single toll lane in this area. It is also unclear how these changes serve any drivers, much less the stated project goal of providing reliable travel times between Slaughter Lane and Cesar Chavez.<br><br>Similarly, a toll lane egress is proposed just south of the Enfield exit — a placement that will almost certainly create a safety hazard as drivers exit the toll lane and attempt to cross multiple general lanes to reach Enfield. Any driver familiar with this stretch of road can see the problem this will create, and one can reasonably anticipate that an elevated, direct connection exit ramp to Enfield will be required to address it shortly after construction.<br><br>The community also continues to ask what the character of Mopac South will become if both this project and the SH-45 SW gap project are built, connecting Mopac to I-35 at the southern end.<br><br>I attended the open house for the SH-45 SW gap project feasibility study and reviewed its results. Reviewing both that study and the Mopac South draft EA, it is apparent that the two project teams have used the CAMPO regional travel demand model to forecast future traffic on the same segment of roadway — Mopac South between Slaughter Lane and Cesar Chavez — and arrived at inconsistent results for the same time periods. As a member of the CAMPO policy board, I do not see how it is prudent to commit upwards of a billion dollars to updating Mopac South without first reconciling these conflicting demand forecasts for the same roadway segment.<br><br>I also want to note that the community's concern about the potential character change to Mopac South is significant. Currently, Mopac South is not a heavy truck route. If connected to I-35, there is a real possibility it would transition from a local urban highway to a trucking and commuter bypass. Unlike I-35, Mopac crosses the Edwards Aquifer Recharge Zone. If a connection to I-35 is part of the long-term plan for the region, the community deserves to know whether the Mopac South project is designed to account for that additional traffic, and an opportunity to comment on both the increase in traffic and its environmental consequences. |

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| | | The questions I have raised above reflect what I have heard consistently from the community and are part of what have led many to call for the Mopac South study to be reset under an EIS. I understand from ED Bass' comments at the April CAMPO meeting that CTRMA staff believes there would be no difference in analysis or reports between the current EA process and an EIS. Without taking a position on the legal standing of an EIS or what more might be required under it, I ask the Board to consider that regardless of the study's acronym designation, the community — including the local jurisdictions through which Mopac South runs — is asking the Board to address consequential financial, environmental, and design questions before the Mopac South study is concluded.<br><br>Thank you each for your thoughtful consideration of the fiscal and environmental resources our community depends on to support mobility and quality of life.<br><br>With appreciation,<br><br>Amy |

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| **4/24/2026** | Amy Robinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Amy Taylor | Hi my name is Amy. I've been an austin resident for 10 yrs now. I love this city and have seen a lot of change happen over time. Over the past 10 yrs I've lived all over the city and MoPac has been a large part of how I commute. I demand the MoPac South project conduct a full Environmental Impact Statement. The current Environmental Assessment finding of "No Significant Impact" is dishonest. I support multi-modal regional planning, investment in public transit, and better walking and biking infrastructure in Austin. I support protecting what makes Austin unique: our water, wildlife, and citizens. |
| **5/3/2026** | Amy Torres | I do not want any construction along the Greenbelt that can affect the Edwards aquifer the Barton springs pool or the endangered species |

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| **4/17/2026** | AmyM Cline | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>AmyM Cline |
| **5/3/2026** | An Loyd | I am not in support of expanding MoPac without an understanding of the environmental impact. I demand a full Environmental Impact Statement (EIS) and real alternatives that avoid irreversible damage to our water, wildlife, and public health. |

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| **4/28/2026** | Ana Arrieta | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/24/2026** | Ana Chacon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Ana Chacon |
| **3/19/2026** | Ana Kutz | As an Austin resident, I strongly oppose the expansion of Mopac and urge a shift in focus toward alternative transportation solutions like robust public transit, protected bike lanes, and pedestrian-friendly walkways. Austin's enduring charm lies in its vibrant greenery and the ability to move through the city at a human pace, taking in the unique character of our neighborhoods. Prioritizing sustainable, multi-modal infrastructure is the only way to preserve the soul of the city while building a functional future that doesn't rely solely on more pavement. |

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| **5/2/2026** | Ana Lucio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ana Trevino | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Ana Trevino |

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| **4/26/2026** | Anabell Diaz | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Anabell Diaz |

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| **5/3/2026** | Anabelle Glass | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Anabelle Glass |
| **3/16/2026** | Anahita Bradberry | I strongly disagree with the proposed expansion of mopac. The environmental damage will far outweigh any promised benefits. The proposed outcomes of this project wholly inadequate for the risks. I urge you to help prevent irreversible damage to the area. Thank you. |
| **5/3/2026** | Analisa Flores | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.  Respectfully,  Analisa Flores |
| **5/3/2026** | Ana-Marcela Lopez | My name is Ana-Marcela and I am a born and raised Austinite. Like millions of others who have lived in this city, I have found joy and peace in the waters of Barton Springs. This natural wonder is the crown jewel, the beating heart of this city. To proceed with this costly and ineffective project knowing that it would damage the Springs is an unforgivable. As I’ve grown up, I’ve watched city leaders bow to the highest bidder at the cost of our precious resources, energy, and spirit. This is an opportunity for city leaders to truly make Austin a progressive oasis by putting that money into more sustainable transportation solutions that do not directly harm our most precious destination. It’s what the people want. |

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| **5/3/2026** | AnaMichele Babyak | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, AnaMichele Babyak |

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| **3/19/2026** | Ande Fallon | More lanes = more deaths. More lanes = less greenery. More lanes = more traffic by induced demand. This phenomenon is well-characterized and studied, and Austinites have made it clear for YEARS that we want options besides the car. Expanding MoPac would increase car dependency and pollution, and reduce highway safety. If you want to improve traffic on mopac, improve commuter access to public transit, disincentivize single-passenger vehicles, and improve surface road infrastructure. Save our wildflowers, our aquifers, our children, our passengers, our hardworking commuters, and our future. |
| **4/29/2026** | Ande Fallon | To whom it may concern,<br><br>I am absolutely opposed to MoPac expansion, especially without a full Environmenal Impact Statement. The proposal from CTRMA is dishonest about the scale of expansion and the environmental impacts. Additionally, Texas is already a world leader in traffic deaths, and adding more lanes is guaranteed to increase the death toll.<br><br>I currently live at the - on Lake Austin Blvd. It is a beautiful, quiet slice of riverbank perfect for a student lifestyle. Expanding MoPac would increase noise, preventing maximum academic productivity, and endanger the beautiful land and river we live on.<br><br>I hate driving. It's dangerous, expensive, and requires me to maintain a costly, easy-to-break vehicle. However, the city of Austin all but mandates that I drive a car, because the bus system is unreliable, bike paths are unsafe or nonexistent, and sidewalks and pedestrian paths are poorly maintained or nonexistent. As a Texan, I'm big on personal choice, and spending $800 million on reinforcing car-dependent infrastructure takes more choice out of my hands. I want to be able to choose not to drive a car, but adding more highway makes that choice less feasible. Please redirect these funds to giving me and Austinites like me the choice to not drive.<br><br>Thank you,<br><br>Ande Evyn Marjorie Fallon<br><br>The University of Texas at Austin \| Biochemistry '27<br><br>-- |

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| **4/21/2026** | Andra Zhao | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | André sanchez | Please complete a full environmental impact study. Barton springs is loved by all do not ruin it! |
| **3/19/2026** | Andrea A Guerra | I DONT WANT:  A wider highway.  Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals.  I DO WANT:  Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/1/2026** | Andrea Bridges-Smith | I am concerned about the environmental impact of the current proposal. If we harm the Edwards Aquifer, we harm our water supply. Yes, South Mopac needs to expand, but it should be a one lane expansion, not two. Given the sensitivity of this area, I urge you to choose the less impactful plan. |
| **5/3/2026** | Andrea collins | NO EXPANSION OF THE TOLL ITS NOT NEEDED ON MOPAC |
| **4/22/2026** | Andrea Daniela | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Andrea Daniela |

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| | | Sincerely,<br><br>Andrea Daniela |

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| **4/22/2026** | Andrea Dennison | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. So did our parents and grandparents. You are endangering the heart and therefore the life of this city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Dr. Andrea Dennison |

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| | | Respectfully,<br><br>Dr. Andrea Dennison |
| **4/27/2026** | Andrea Ellison | As someone who has lived in Austin for 20+ years, I do NOT want to see increased toll lanes at the expense of Zilker/Barton Creek! These parks are what make Austin unique, and encroaching on them and potentially damaging Edwards Aquifer to add TOLLED lanes (why tolled?? Why not HOV??) is unacceptable. We need to find other solutions to traffic that do not negatively impact our green spaces. |

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| **5/3/2026** | Andrea Fraser | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Andrea Fraser |
| **4/21/2026** | Andrea Kilpper | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/28/2026** | Andrea Kinnison | I walk the Violet Crown Trail with my baby almost every day, and I oppose the Mopac expansion and what it will do to both the trail and the surrounding environment. |
| **4/20/2026** | Andrea Mellard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Andrea Mendes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Andrea Ortega | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Andrea Reyes | No. No. Please, No. The Edwards Aquifer must be prioritized and protected. |
| **5/3/2026** | Andrea S Aspbury | The proposed MoPac expansion endangers up to ten known habitats of the Barton Springs and Austin blind salamanders and threatens the Edwards Aquifer itself. Scientific dye-tracing and field studies by the City of Austin and the Barton Springs/Edwards Aquifer Conservation District show that pollution entering the aquifer in the Sunset Valley and Manchaca basins can reach Barton Springs in a matter of days, putting these irreplaceable waters and species directly in harm’s way. |

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| **4/18/2026** | Andrea Sykes | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Andrea Sykes |

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| **5/3/2026** | Andrea Torres | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Respectfully,  Andrea Torres |
| **5/3/2026** | Andrea Torres | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Respectfully,  Andrea Torres |

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| **4/23/2026** | Andrea Treiber | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Andrea Treiber |

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| **4/30/2026** | Andrea Zarate | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Andres Garcia | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Andres Garcia |

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| **5/2/2026** | Andres Rasch | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Andres Sanchez | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Andres Sanchez |
| **5/2/2026** | Andres Trocaola | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Andrew Burl | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Andrew Cazares | I am against the expansion of Mopac as it will negatively impact the surrounding environment. |
| **4/27/2026** | Andrew Danner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Andrew Danowski | I am writing to express opposition to the proposed MoPac South expansion. This project raises significant concerns related to environmental impact, neighborhood disruption, and long-term community stability. The corridor overlaps with sensitive areas tied to the Barton Springs watershed and Edwards Aquifer, and expansion increases risks to water quality, habitat, and green space that are central to Austin's identity. From a mobility perspective, expanding highway capacity—particularly tolled lanes—does not address underlying congestion and may worsen it over time. At the same time, the project would disrupt frontage road access that residents rely on for daily navigation, reducing local connectivity. More broadly, this proposal appears to prioritize marginal travel-time gains over the quality-of-life factors that define Austin's long-term success. Available data shows Austin's congestion, while real, is not among the most severe nationally, and recent population trends indicate growth has slowed compared to prior years. This suggests the city's primary challenge is no longer rapid expansion at all costs, but maintaining livability, environmental integrity, and resident retention. Projects of this scale risk eroding the very qualities that attract and keep people in Austin. For residents like myself, this is not theoretical. The combined impact of environmental degradation, reduced accessibility, and loss of neighborhood character would materially affect the viability of continuing to live in this area. When quality of life declines beyond a certain point, people do not simply adapt—they relocate. I encourage a more serious evaluation of alternatives, including the no-build option and solutions that better align mobility with environmental protection, neighborhood preservation, and long-term quality of life. |
| **4/27/2026** | Andrew Fogleman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Andrew Gaudet | Hi there,<br><br>I OPPOSE expanding MoPac South. Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Rather than endlessly expanding highways, Austin and Texas need new alternatives that better serve large numbers of people. Surely, we must know that adding a lane every few years is simply never going to be enough. We need to consider new ways and avenues (literally) to get people where they need to go.<br><br>Can we route unnecessary traffic around Austin, instead of through it?<br><br>Can we offer transit options that are preferable to driving in a traffic jam full of single-occupancy vehicles?<br><br>Can we avoid wasting money on yet another lane that does little to relieve traffic pressures?<br><br>Can we work to make a better, healthier city for all Austinites, as well as preserving our natural environment and beauty for all to enjoy?<br><br>More lanes, highways, and flyovers are not the answer. The answer considers the long-term impact of these decisions on budgets, the environment, and Austinites.<br><br>Please support better, more creative projects that improve our quality of life.<br><br>Thank you,<br><br>Andrew |

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| **5/3/2026** | Andrew Harrod | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac. After it's done, it will likely aliviate traffic as long as the SW Katy Freeway did (widest freeway in Texas). Seven years is all it took for gridlock to return to a multimillion dollar road expansion.  This will be another example of "induced demand" and faith in your organization will decline. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Andrew Harrod |
| **4/27/2026** | Andrew Hilbert | This project is overlooking the fact that green spaces are being taken more than is necessary. Green spaces offer our population more health mentally and physically, as it gives people the chance to exercise and explore nature thus also benefiting the populations happiness and wellbeing. Taking away nature too much does the opposite. Too many roadways and city spaces lead to more feelings of stress, so when youre building a roadway for people to save 5 minutes at the cost of taking away what provides a great boost in the populations wellbeing, ask yourself is it worth the cost? Is 5 minutes of time saved worth destroying the beautiful green space that is a gift to our population? Please dont take more than you need. This project will take more than our population needs, and the cost is not worth it. |
| **5/3/2026** | Andrew Hutcheson | I am writing to voice my strong opposition of the mopac south expansion, and urge you to consider alternative methods of improving traffic within Austin without harming local wildlife and water. Respectfully, -Andrew Hutcheson |

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| **5/3/2026** | Andrew Hutcheson | Dear CTRMA Board Members,Hello, I am writing to voice my opposition of the mopac south expansion, and urge you to consider alternative methods of improving traffic within Austin without harming local wildlife and water. I strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your |

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| **5/3/2026** | Andrew Jaroszewski | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Andrew Jaroszewski |
| **3/19/2026** | Andrew Katsetos | No More! |

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| **4/22/2026** | Andrew Kouri | To Whom It May Concern:<br><br>I am an Austin resident and submit these comments as part of the official record for the MoPac South Draft Environmental Assessment (EA). After reviewing the Draft EA, I have significant concerns regarding the adequacy of the document under the National Environmental Policy Act (NEPA). I respectfully request that TxDOT address these deficiencies before issuing a Finding of No Significant Impact (FONSI).<br><br>1. ESA Consultation Is Incomplete — A FONSI Cannot Be Issued Prematurely<br>The Draft EA acknowledges that consultation with the U.S. Fish and Wildlife Service (USFWS) regarding the Austin blind salamander, Barton Springs salamander, Bee Cave harvestman, and Tooth Cave spider is ongoing, with a commitment only to complete it "prior to the final EA" (Section 6.0; Post-Clearance Activity #19). Under Section 7 of the Endangered Species Act, a FONSI cannot lawfully be issued before formal consultation is complete and a Biological Opinion has been received. The public also cannot meaningfully evaluate the adequacy of the EA without knowing the outcome of that consultation. This alone warrants withholding a FONSI until the consultation is complete and its conclusions are incorporated into the public record.<br><br>2. Noise Barriers Are Not Binding Commitments<br>The EA identifies 864 impacted residences and 22 non-residential land uses (Section 5.13), yet deems noise barriers "reasonable and feasible" for only 5 of 40 evaluated locations. Critically, even those 5 proposed barriers are explicitly conditioned on a post-FONSI constructability assessment and a vote by benefiting property owners (Post-Clearance Activity #5; Design/Construction Commitment #17). The EA therefore concludes "no significant noise impacts are anticipated" based on mitigation measures that are not guaranteed to be constructed. NEPA requires that mitigation relied upon to support a FONSI be binding and enforceable. Contingent, vote-dependent noise walls do not meet this standard. I request that either: (a) the noise barrier commitments be made legally binding in the final EA, or (b) the project be elevated to a full Environmental Impact Statement.<br><br>3. The Induced Demand Analysis Is Inadequate<br>The EA's Induced Growth Analysis Technical Memorandum (TxDOT 2025k) concludes that induced growth impacts are negligible because the corridor area is "mostly developed" (Section 5.2). This analysis conflates induced land use changes with induced vehicle travel demand — two distinct phenomena. The peer-reviewed literature (Duranton & Turner, 2011, "The Fundamental Law of Road Congestion") establishes that highway capacity additions generate proportional increases in vehicle miles traveled, regardless of surrounding land use development status. The EA does not address this traffic-induction effect. I request the final EA include an analysis of induced VMT using accepted elasticity-based methods, and that forecasted 2045 traffic volumes reflect induced demand rather than assuming static travel patterns.<br><br>4. Greenhouse Gas Analysis Is Voluntarily Truncated<br>Section 5.15 of the Draft EA explicitly states the GHG section is "not required by FHWA" and punts entirely to a statewide TxDOT report. No project-specific GHG analysis is provided. Given the direct relationship between highway capacity expansion, induced VMT, and $CO_2$ emissions, and given Austin's adopted climate commitments, the public deserves a project-specific analysis of GHG consequences, including the induced-demand scenario. I request this analysis be included in the final EA.<br><br>5. EA Classification Is Inappropriate for This Project's Scale<br>This is an $824 million project spanning 8.77 miles through a dense urban corridor, crossing the Edwards Aquifer Recharge Zone, impacting nearly 900 residential receptors, and requiring ESA consultation for four listed species. An EA is |

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| | | appropriate only where the significance of environmental impacts is not clearly established. The cumulative weight of these factors — noise impacts on hundreds of homes, incomplete endangered species consultation, crossing of a critical recharge zone, and a multi-billion-dollar regional traffic effect — strongly suggests that a full Environmental Impact Statement is the appropriate NEPA instrument. I formally request that TxDOT and the Mobility Authority evaluate whether this project warrants elevation to an EIS.<br><br>I respectfully request that the Mobility Authority and TxDOT address each of these comments in the final EA response document. These are not objections to improved mobility — they are requests for a legally adequate NEPA process that fully discloses environmental impacts and ensures that any mitigation relied upon is binding and enforceable.<br><br>Respectfully submitted,<br><br>Andrew Kouri |

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| **4/22/2026** | Andrew Kouri | To Whom It May Concern:<br><br>I am an Austin resident and submit these comments as part of the official record for the MoPac South Draft Environmental Assessment (EA). After reviewing the Draft EA, I have significant concerns regarding the adequacy of the document under the National Environmental Policy Act (NEPA). I respectfully request that TxDOT address these deficiencies before issuing a Finding of No Significant Impact (FONSI).<br><br>1. ESA Consultation Is Incomplete — A FONSI Cannot Be Issued Prematurely<br><br>The Draft EA acknowledges that consultation with the U.S. Fish and Wildlife Service (USFWS) regarding the Austin blind salamander, Barton Springs salamander, Bee Cave harvestman, and Tooth Cave spider is ongoing, with a commitment only to complete it "prior to the final EA" (Section 6.0; Post-Clearance Activity #19). Under Section 7 of the Endangered Species Act, a FONSI cannot lawfully be issued before formal consultation is complete and a Biological Opinion has been received. The public also cannot meaningfully evaluate the adequacy of the EA without knowing the outcome of that consultation. This alone warrants withholding a FONSI until the consultation is complete and its conclusions are incorporated into the public record.<br><br>2. Noise Barriers Are Not Binding Commitments<br><br>The EA identifies 864 impacted residences and 22 non-residential land uses (Section 5.13), yet deems noise barriers "reasonable and feasible" for only 5 of 40 evaluated locations. Critically, even those 5 proposed barriers are explicitly conditioned on a post-FONSI constructability assessment and a vote by benefiting property owners (Post-Clearance Activity #5; Design/Construction Commitment #17). The EA therefore concludes "no significant noise impacts are anticipated" based on mitigation measures that are not guaranteed to be constructed. NEPA requires that mitigation relied upon to support a FONSI be binding and enforceable. Contingent, vote-dependent noise walls do not meet this standard. I request that either: (a) the noise barrier commitments be made legally binding in the final EA, or (b) the project be elevated to a full Environmental Impact Statement. |

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| | | 3. The Induced Demand Analysis Is Inadequate<br><br>The EA's Induced Growth Analysis Technical Memorandum (TxDOT 2025k) concludes that induced growth impacts are negligible because the corridor area is "mostly developed" (Section 5.2). This analysis conflates induced land use changes with induced vehicle travel demand — two distinct phenomena. The peer-reviewed literature (Duranton & Turner, 2011, "The Fundamental Law of Road Congestion") establishes that highway capacity additions generate proportional increases in vehicle miles traveled, regardless of surrounding land use development status. The EA does not address this traffic-induction effect. I request the final EA include an analysis of induced VMT using accepted elasticity-based methods, and that forecasted 2045 traffic volumes reflect induced demand rather than assuming static travel patterns.<br><br>4. Greenhouse Gas Analysis Is Voluntarily Truncated<br><br>Section 5.15 of the Draft EA explicitly states the GHG section is "not required by FHWA" and punts entirely to a statewide TxDOT report. No project-specific GHG analysis is provided. Given the direct relationship between highway capacity expansion, induced VMT, and $CO_2$ emissions, and given Austin's adopted climate commitments, the public deserves a project-specific analysis of GHG consequences, including the induced-demand scenario. I request this analysis be included in the final EA.<br><br>5. EA Classification Is Inappropriate for This Project's Scale |

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| | | This is an $824 million project spanning 8.77 miles through a dense urban corridor, crossing the Edwards Aquifer Recharge Zone, impacting nearly 900 residential receptors, and requiring ESA consultation for four listed species. An EA is appropriate only where the significance of environmental impacts is not clearly established. The cumulative weight of these factors — noise impacts on hundreds of homes, incomplete endangered species consultation, crossing of a critical recharge zone, and a multi-billion-dollar regional traffic effect — strongly suggests that a full Environmental Impact Statement is the appropriate NEPA instrument. I formally request that TxDOT and the Mobility Authority evaluate whether this project warrants elevation to an EIS.<br><br>I respectfully request that the Mobility Authority and TxDOT address each of these comments in the final EA response document. These are not objections to improved mobility — they are requests for a legally adequate NEPA process that fully discloses environmental impacts and ensures that any mitigation relied upon is binding and enforceable.<br><br>Respectfully submitted,<br><br>Andrew Kouri |

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| **5/3/2026** | Andrew Lucchesi | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. I desperately request that CTRMA considers such an alternative. No price is worth the destruction of Austin's natural beauty and environment. Thank You for listening to your neighbors, Andrew Lucchesi |

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| **4/23/2026** | Andrew Naples | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Andrew Olson | The draft environmental assessment is insufficient. Alternative options to alleviate congestion have not been considered. The current plan to add toll lanes will do nothing to reduce traffic and will increase runoff, pollution, and negatively impact wildlife, including sensitive species. The funding for this expansion doesn't have to go to adding more lanes - let along toll lanes - that will fail to benefit anyone. Why can't we explore light rail? Or a better park and ride? At a minimum, a more articulate and thorough assessment must be done before any construction is begun. -Andrew Olson |
| **4/21/2026** | Andrew Parsons | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Andrew Parsons |

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| **4/21/2026** | Andrew Parsons | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Andrew Parsons |

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| **4/22/2026** | Andrew Silvas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Andrew Silvas | Dear CTRMA Board Members, This expansion does not benefit Austin long term. It affects recharge zones that aid the environment that the people of Austin and people everywhere love and come here for. The pollution long term isn't a good byproduct of this expansion either. This expansion seems reckless. Respectfully, Andrew Silvas |
| **4/21/2026** | Andrew TRUPIANO | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Andrew Vaz | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/25/2026** | Andrew Willard | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Andrew Willard |

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| **4/25/2026** | Andrew Willard | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Andrew Willard |
| **3/28/2026** | Andriy Mysyk | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/20/2026** | Andy Leonard | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Andy Leonard |

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| **4/20/2026** | Andy Leonard | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/20/2026** | Andy Leonard | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Andy Leonard |

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| **4/26/2026** | Anet Escobar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Ange Kelly | Read all the data that proves adding another highway lane does not help with traffic congestion when all is said and done. Ladybird lake is one of our few prized natural places in Austin - ruin this area and you'll ruin tourism, pride in our city's beauty, to name a few. We need to not become another Dallas or Houston. Look at how horrendously bad the 35 construction has been going - it's a pain for everyone who has to drive on those roads everyday. |
| **5/3/2026** | Angel | NO to the mopac expansion. It will ruin Barton springs. Austin is already losing so much water due to development. Once Austin dries up there will be nothing left. I will leave. So many others will leave. Swimming at Barton springs and in lake Austin and the creeks is the only reason so many of us stay. These natural water fixtures are the allure to Austin. Expanding mopac and putting them at risk is DISGUSTING behavior. And it will not improve traffic. There are many stats out there to prove that added lanes do not improve traffic congestion. Stop!! This is ridiculous. Yall just want to put money in your pockets with this. And you'll ruin Austin's gorgeous nature to do it. Disgusting. You should all be ashamed of yourselves. |

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| **4/21/2026** | Angel Torres | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Angel Torres | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Angela | My name is Angela, and I oppose the MOPAC expansion and am concerned about the environmentalimpact on the endangered species, so I just want to voice my concern.Thank you. |

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| **4/21/2026** | Angela Barrios | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Angela Barrios | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Angela Barrios |

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| **4/21/2026** | Angela Barrios | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Angela Barrios | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Angela Barrios |

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| **4/22/2026** | Angela Boudreaux | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration of the aquifer and surrounding land<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Angela Boudreaux | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Angela Diaz | I am against Mopac expansion |

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| **5/3/2026** | Angela Fogle | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Angela Fogle |
| **4/21/2026** | Angela Kehm | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Angela Kehm | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Angela Merrick | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Angela Merrick |

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| **3/26/2026** | Angela Mirabella-Friedman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>angela mirabella-friedman |

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| **3/26/2026** | Angela Mirabella-Friedman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/29/2026** | Angela Moss | Please do not allow the building of 6-8 toll lanes added to Mopac. Barton Springs is a beloved Austin landmark and WILL be negatively impacted by doing so. I was born and raised in Austin and enjoy visiting Barton Springs every summer as one of the few natural springs in Texas that have not been emptied by the droughts yet. I urge you to complete a full Environmental Impact Study. It is legally required. |

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| **5/3/2026** | ANGELA YANG | I would request that the northbound express lane should start after the Slaughter NB entrance ramp, to capture traffic entering from Slaughter (and avoid congestion at Davis). Currently it looks like the traffic entering from both Slaughter and Davis will be served only by the one expressway entrance right before William Cannon. Additionally it is hard to tell, but looks like a significant amount of lanes are merging just north of the 290 junction, right before the river. Is there any way to stagger the merging so that the mass merging event/funnel is mitigated and doesn't create a huge bottleneck between 290/the river? |
| **4/21/2026** | Angelica Cazares | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Angelica Cortez | I live in Travis Country, and this project looks like it will greatly alleviate traffic. Question: I did not see the turnaround that exists by Gaines Ranch in the video flythrough, is that getting eliminated? Also, how will this project alleviate the pinch point at the northbound entrance ramp at Southwest Parkway and MoPac? That is a huge congestion spot that needs to be addressed. Please consider addressing that issue. |
| **4/20/2026** | Angelica Flook | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Angelica Martinez | Hi, this is Angelica Martinez. I'm an Austin resident. I'm extremely concerned about what is about to take place down south along Mopac that's going to impact several roads but most importantly impact our Springs and what makes Austin, Austin. I would completely support a full environmental impact statement,nNot a shortcut. Please help what cannot be protected or replaced. This is extremely important. I really hope that this is something that can be looked into and followed through with. This is what makes Austin, Austin. And I hope we're able to get this support done, not only for the environment, but for the residents who enjoy the city and have beenin the city for a very long time.Goodbye. |
| **4/21/2026** | angelica mcauley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Angelica Rios | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Angelina Saldaña | Dear CTRMA,<br>I'd like to first note that I don't approve of this toll way expansion. We need less roads in this area that would only push our wildlife population and in the end effect our ecosystem.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Angelina Silva | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Angelina Silva |

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| **4/19/2026** | Angelina Zulas-Carr | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Angelina Zulas-Carr | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Angelina Zulas-Carr |

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| **5/3/2026** | Angeliska Polacheck | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Angeliska Polacheck |
| **5/3/2026** | Angelle Hall | As a concerned long time Austin resident, I am calling for a full and robust environmental impact study prior to the initiation of this expansion project; with the results made fully and publicly transparent. |
| **4/26/2026** | angie florez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Anika Garf | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Anisah Ali | Dear CTRMA Board Members,Hello, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer . The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as |

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| | | we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Anisah Ali |
| **5/3/2026** | Anita R tschurr | This South Mopac extension is absolutely detrimental to our incredible ecologic diversity with underground caves, Barton springs, edwards aquifer and on and on. Not to mention the absolutely outrageous amount of $ to perform the extension. This is a boondoggle, it's harmful to water sources and the environment from which we will never recover. It lacks even the basic science to back it up. Stop the extension!!!! |

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| **4/21/2026** | Anjelica Achterhof | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Anjelica Achterhof | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Anjelica Achterhof |

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| **4/21/2026** | Anjelica Achterhof | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Anjelica Achterhof | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Anjelica Achterhof |

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| **4/20/2026** | ann armstrong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Ann Gilcrease | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Ann Haraguchi | I strongly oppose the project to widen MoPac south. A major road like this with more lanes will lead to heavier traffic, higher levels of pollution and noise, and have negative effects on the local environment/natural habitat. I currently have the I35 expansion project directly outside my back yard and am considering when I should move away. Projects like these are disruptive, costly, and unnecessary. How about investing in other ways to get around the Austin area, such as better public transportation and walking and biking paths? |

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| **4/20/2026** | Ann Hillis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Part of Austin's beauty has always been its green spaces and easily accessible outdoor parklands. Please prioritize tree planing and avoiding parkland encroachment as you look at this expansion.<br>Thank you for your time and consideration.<br>Ann Hillis |

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| **4/23/2026** | Ann Keyrouz | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ann Keyrouz |
| **4/27/2026** | Ann Maguire | Please do not move forward with this overly complex, disastrously expensive and ridiculous plan, which will cause 8 years of pain, put our water and environment at risk, and accomplish nothing but a vague promise of 5 minutes in travel time. STOP!!!! PLEASE DO NOT MOVE FORWARD... THIS IS A CRAZY WASTE OF TIME, MONEY AND PAIN! PLEASE FIRE THE PERSON OR PERSONS WHO CAN UP WITH IS INCREDIBLE STUPID PLAN!!! |
| **5/3/2026** | Ann McNair | A full environmental impact study is needed before a final decision is made on this construction. The potential to destroy much-needed recharge zone and wildlife habitat for minimal improvement in travel time is warranted. |

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| **4/6/2026** | Ann Odell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Impacts near Lady Bird Lake and Austin High School. As a rower and coach at Texas rowing center and an austin high school alum, I find the proximity and pollution potential very alarming. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Anna Odell |

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| **5/3/2026** | Ann Pickering | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Ann Tucker Tucker | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | ann vandenburgh | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ann Vandenburgh |
| **5/3/2026** | Anna | Just repaint the lanes by William Cannon. The cost and impact of this project is not sustainable & destroys the soul of our city. Stop rebuilding roads !!! |

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| **5/3/2026** | Anna Cochran | I do not like the idea of having construction impact both Zilker park and Barton springs. The green spaces of austin are so incredibly important and it's nearly impossible to bring those spaces back once impacted. |
| **4/23/2026** | Anna Gieselman | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Anna Gieselman |

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| **3/18/2026** | Anna Halberstadt | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Anna Halberstadt |

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| **4/28/2026** | Anna Holland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Anna Holland | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Anna Holland |

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| **5/2/2026** | Anna Johnson | Hello,<br><br>As a resident of Austin, I am writing to formally express my strong opposition to the proposed MoPac South expansion. Expanding our highway infrastructure is a dated solution that fails to address our long-term mobility needs while threatening our local environment.<br><br>The current proposal claims to have "no significant impact," but adding over 100 acres of new pavement in an environmentally sensitive area demands the highest level of scrutiny.<br><br>I am calling for a full Environmental Impact Statement (EIS). An abbreviated Environmental Assessment (EA) is insufficient for a project of this magnitude and ecological risk.<br><br>On a personal level, I am exhausted by the cycle of highway-centric planning. I see the constant expansion of lanes as a failure of imagination that only leads to induced demand and more traffic. My vision for Austin is a city connected by a world-class bike and pedestrian network and a robust regional rail system—not more asphalt. We need leadership with the creativity to invest in a future that prioritizes people over more toll lanes. If you're not up for the challenge to build a better future, get the hell out of the way of the creative people who have more imagination and vision than you.<br><br>It is time to move past ineffective "solutions" that have been proven not to work. I urge you to reject this expansion and pivot toward sustainable, regional transit.<br><br>Sincerely,<br><br>Claire, Austin, TX |

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| **5/2/2026** | Anna Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Anna Konvit | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | Anna Konvit | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Anna Konvit |

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| **4/10/2026** | Anna Krishtal | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Anna Krishtal |
| **5/3/2026** | Anna Kristal | Hi there. My name is Anna Kristal. I'm an Austin resident and I have concernsabout this MOPAC expansion project that's happening that's going to impactour green belt and it's going to impact our springs and I would feel a lot betterabout this project if there was a full environmental impact report that wasgiven by a very reputable source. I would love that report to also have multiplesources so we can get a really good idea of how this impact goes, so getting this impactreport from more than one source and also including mitigation steps that we can takeso that we are really minimizing the impact.I also have read multiple studies that show that expanding lanes on a highway does notreduce traffic, so I would love to know alternatives, like how else can we mitigate this whole expansionand what else can we do to let the flow of traffic gowithout this environmental impact that is still uncertain.So calling for a full environmental impactfrom multiple sources so that we |

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| | | have a good assessmentof what the actual impact will be,including mitigation steps that we'll takeand really getting the community on board.Thank you. |
| **4/22/2026** | Anna Larson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Addtiinally, the impact this expansion will have on the Austin High community, including my daughter, a new 16 year old driver. The number of new drivers who use mo-pac every day to drive to and from school is large. The impact of this construction on their safety, and the impact of the construction on the general safety and environment for their campus, is extremely important.<br><br>In addition to the incalculable impact on the environment, the threats to the quality of life impact for these students is inestimable. |

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| | | Sincerely,<br><br>Anna Larson |

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| **4/22/2026** | Anna Larson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Anna Larson |

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| **4/22/2026** | Anna Larson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Addtiinally, the impact this expansion will have on the Austin High community, including my daughter, a new 16 year old driver. The number of new drivers who use mo-pac every day to drive to and from school is large. The impact of this construction on their safety, and the impact of the construction on the general safety and environment for their campus, is |

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| | | extremely important.<br><br>In addition to the incalculable impact on the environment, the threats to the quality of life impact for these students is inestimable.<br><br>Sincerely,<br><br>Anna Larson |

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| **5/3/2026** | Anna Madrona | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">Having worked on the research that went into Environmental Impact Statements related to projects around Austin, I'm absolutely flabbergasted that the environmental assessment finding came up with a FONSI. I smell corruption in your review process. Or the hiring of a non-local engineering firm unaccustomed to the requirements of a full assessment taking into account the karst nature of the Edwards Aquifer. <p data-start="6371" data-end="6517">There are no do-overs if this project eliminates threatened and endangered species OR if the construction process contaminates the Edwards Aquifer. The drinking water of thousands of residents of Travis and Hays County residents must be protected. The springs in the area, including the most famous, Barton Springs, need to be protected from predatory development. Please do the right thing and contract to have a full Environmental Impact Statement produced. <p data-start="6371" data-end="6517"> <p data-start="6371" data-end="6517"> <p data-start="6371" data-end="6517"> Thank You for listening to your neighbors, Anna Madrona |
| **4/21/2026** | Anna Marceau | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Anna Margaret Hollyman | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Anna Margaret Hollyman |

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| **4/20/2026** | Anna Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Anna Moltz | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Anna Moltz |

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| **4/28/2026** | Anna Moltz | Dear CTRMA Board Members,<br><br>I strongly oppose the MoPac South expansion.<br><br>I grew up in Austin; going to Barton Springs, canoeing on Town Lake, and playing on the Zilker playground.<br><br>Today, I continue to live here and visit this land regularly. I often tell people that Barton Creek is my oldest friend. The city has changed so much over my lifetime, but the creek continues to be a refuge of greenery and solitude. It's a place for nature and community. It is one of the things that makes Austin truely special.<br><br>The land, trees, and creeks that would be harmed in this project would steal this gem of Austin from me, my children, and their children. Zilker is a legacy. It is one of the most special places we have<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Anna Moltz |

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| **5/3/2026** | Anna Plote | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Anna Plote |

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| **4/26/2026** | Anna Rogers | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Anna Rogers |
| **5/3/2026** | Anna Rosenleaf | Hello, my name is Anna Rosenleaf. I'm an Austin resident and I'm calling in objection to the proposedexpansion of MOPAC near Barton Springs and Zilker Park. This area isprofoundly special to the city andfull ofenvironmentally and ecologically significant and sensitivebeings.As a community member, I am a first doula and the Springs arereally important places to come and recharge so I can do this healing workfor our community. And I know I am not alone in feeling the importance of thisgem of our city and I think it needs to be preserved and a full environmentalassessment in depth must be performed before any expansion of the highwayThank you.Continue. |

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| **5/3/2026** | Anna Weeks | Dear CTRMA Board Members,  I am writing in strong opposition to the MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before this project moves any further.  Barton Springs is not just a landmark — it is the living heart of Austin. People have gathered at these waters for thousands of years. We swim here in the summer, walk the Greenbelt with our families, paddle Lady Bird Lake, and explore the caves and trails that make this city unlike any other. That relationship between water, geology, and community is irreplaceable.  The Draft Environmental Assessment concludes there are no significant impacts to communities, endangered species, or water quality. That conclusion is hard to square with the EA's own findings.  The project corridor runs directly over the Edwards Aquifer Recharge Zone — a karst landscape where surface runoff moves rapidly through caves, fractures, and sinkholes into the aquifer with almost no natural filtration. The EA acknowledges karst features within the project area and multiple creek crossings, including Barton Creek and Eanes Creek, all feeding directly into Barton Springs Pool. Expanding pavement means more runoff, more sediment, more hydrocarbons, more tire particles, and more heavy metals entering that system. The EA offers little meaningful protection during construction.  The endangered Barton Springs salamander and Austin Blind salamander depend entirely on the stability of this aquifer. The Austin Blind salamander exists nowhere else on Earth. It requires precise water chemistry, stable temperatures, and dissolved oxygen levels around 6 mg/L. Even small disruptions to groundwater flow or sediment load could be fatal to these species. The EA does not adequately reckon with that reality.  The human costs are just as serious. At its widest, the expansion would create thirteen to eighteen total lanes, paving nearly the entire right-of-way over Lady Bird Lake and alongside Austin High School — bringing increased noise, air pollution, and elevated structures to one of Austin's most historic campuses. Construction would disrupt the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Zilker Park and the Greenbelt — infrastructure that thousands of Austinites rely on every single day.  Austin has been here before. In 2016, this project was cancelled in the face of overwhelming public opposition. The threats today are greater: our aquifer faces drought, overdevelopment, and mounting pressure. Reviving this project without rigorous environmental review is not acceptable.  A full EIS would provide the transparent, comprehensive analysis this project demands — examining cumulative impacts, evaluating real alternatives, and ensuring genuine public participation. For a highway proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that is the bare minimum.  There is only one Barton Springs. Once it's gone, it's gone. I urge the CTRMA Board to direct staff to complete a full Environmental Impact Statement before advancing this project.  Thank you.  Respectfully,  Anna Weeks |

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| **4/24/2026** | Anna Weible | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Anna Weible |

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| **4/20/2026** | Annabelle Carrell | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Annabelle Carrell |

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| **4/20/2026** | Annabelle Kindig | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Anna-Kay Reeves | Expanding a highway into a limestone aquifer recharge zone is bad, ethically and scientifically. Please spend our tax dollars on maintaining what we have, including by protecting our natural resources and community green spaces. (I.e. do not expand MoPac, speed up and expand the light rail.) |
| **4/9/2026** | Anna-leigh | My name is Anna-Leigh and I have lived in Austin or 7 years with 30 years of family history here before me. I use the Lady Bird walk and bike trail at least 3 times a week and the expansion would be detrimental to this mental health care routine of mine. Beyond that it is know that more lanes only cause more traffic. I frequently avoid going places via MOPAC already when its high traffic areas. An expansion would encourage me to never use it again if possible. A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. Continuous pedestrian-bicycle paths along the project's length. • Converting an existing highway lane to a HOV/transit lane. • CTRMA to invest in transit, walking, and biking-not double down on highway expansion. |
| **5/3/2026** | Annaleigh Gedney | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Annaleigh Gedney |
| **3/20/2026** | anna-leigh siegert | NO!!!!!!!!!! |
| **5/3/2026** | Annalise | I DO NOT SUPPORT THE CONSTRUCTION OF MOPAC RHAT WILL DAMAGE THE LAND AND WATERSHED THAT FEEDS THE AQUIFER |

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| **5/2/2026** | Annalise Lozano | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Annalise Rogers | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Annalise Rogers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Annalise Rogers | This project would not decrease traffic nearly enough to justify the environmental and health concerns that come with it. Surely the money going to this could be used to build public transportation. |
| **4/20/2026** | Annastasia Lang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Anne Ashmun | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Anne Ashmun | The expansion of Mopac would be a disaster for parks and people like me living nearby. The park I use would be destroyed at Enfield and the noise and water pollution of creeks and Ladybird Lake are unacceptable. Please shelf the project and just encourage motorists to gage their schedules to be off traffic times. Thank you Anne Ashmun |
| **5/3/2026** | Anne Beeson | Hi, my name is Anne Beeson. I'm an Austin resident and I'm calling to raise serious concerns about the MOPAC expansion and its impact on Barton Springs and would like to request that the city do a full environmental impact statement before moving forward.Barton Springs is one of the treasures of our city and I think it's worth spending a little bit more timeto make sure that there is no damage to any of the wonderful creatures and people that live around and enjoy the spring every day.So thank you for listening and please record my objection to moving forward without a full environmental statement.Thank you. |

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| **4/28/2026** | Anne Bingham | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Anne Bingham |

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| **4/23/2026** | Anne Campbell | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Anne Campbell |

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| **4/21/2026** | Anne Coats | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Anne Coats | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Anne Louise Merrill | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Anne Louise Merrill |

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| **3/24/2026** | Anne Mason | I am wholeheartedly against this project!! The data they are using for traffic studies was all pre-covid data. It is not currently accurate. Supposedly the proposed construction would result in saving only 5-7 minutes on drivers commute times. This is not worth endangering an environmentally sensitive area!! Also, the EA is vaguely worded. The environmental impact on the project has not been accurately communicated to residents. The project would greatly reduce water quality in the Edward Aquifer. |

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| **4/22/2026** | Anne Mason | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Anne Mason |

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| **4/20/2026** | Anne Miller | Please conduct a full-scale Environmental Impact Statement for Mopac South before proceeding any further. This freeway may impact the environmentally-sensitive Barton Springs Edwards Aquifer Recharge Zone. Thank you. |

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| **5/2/2026** | Anne Province | I just watched “Foreverland” on PBS about the history of creating and protecting the Barton Creek Greenbelt. I am dismayed to learn about the Mopac South Expansion. Please require an Environmental Impact Statement about this proposed project. We need to protect the already inadequate green spaces in Austin more than we need more concrete and highways. |
| **4/20/2026** | Anne Wick | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>Austin would not be Austin without our beloved, shared green spaces. No matter that it's a bummer to be stuck in traffic - if there is nowhere special to go to (greenbelt, Barton Springs, Zilker Park) - then what's the point?! If we lose these places we will never get them back. Please don't remove natural habitat that supports endemic plants and wildlife.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Anneleise Toowey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Anneleise Toowey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Anne-Marie Griger | Dear CTRMA,<br>In order to preserve the green spaces and amenities that Austin currently enjoys, I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Annessa Baird | While I do understand and experience the rush hour congestion on MoPac, I do not support expanding the freeway by 4-6 lanes over the Barton Springs Recharge Zone and Edwards Aquifer. It will worsen pollution and decrease the already historic low water flow. |
| **5/3/2026** | Annessia Clarke | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Annessia Clarke |
| **4/7/2026** | Annette Kobus | I came to the public comment forum at Rattan Creek Community Center on March 25, but nobody from TxDOT was available to speak to me. I have a long list of comments which I will submit to the email address provided on the handout card. |

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| **5/3/2026** | Annette Welsh | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Annette Welsh |
| **4/3/2026** | Annick | Funding and building the grade-separated crossing @ Barton Springs road is a very good idea for mitigation. The economies of scale of building it with the project cannot be ignored, and if not done with the project will likely never be done, but more importantly, it provides a much safer crossing in the Text Dotte, right of way adjacent to regional park, there have been multiple car crashes, as well as close calls with pedestrians and bicyclist as this connection connects to the 10 mile Butler Trail that extends to East Austin also connect connecting a disadvantage area of Austin with the Park. Please build this bridge. Also I'm supportive of the project but want this include included. |

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| **3/23/2026** | Annie Flom | Don't expand MoPac! When traffic-clogged highways are expanded, new drivers quickly materialize to fill them - a phenomenon called induced demand. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. What should be invested in instead: 1) continuous pedestrian-bicycle paths along the project's length, 2) converting an existing highway lane to a HOV/transit lane, 3) CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/3/2026** | Annie Gerlach | Please do not move forward with the plan the put toll lanes over our barton springs watershed just to expand mopac and increase pollution in our city |
| **5/1/2026** | Annie Wilcox | I strongly oppose this highway expansion without a full, publicly shared environmental impact report. Austin is already under a major highway construction project. This expansion would cause traffic delays, pedestrian delays and dangers and unknown risks to our green spaces and ecosystems. |
| **5/3/2026** | Anoa Lainer | Hi, my name is Anoa Lanier, I'm a resident of Travis County here in Texas.I'm aware that there's a significant impact to the environment doing the MOPAC expansionproject, and I would like you to move forward with phase one, two, and three environmentalimpact report.I am against the expansion overall, and would like much deeper results into what the environmentalimpact will be.Thank you.Thank you very much. |
| **5/1/2026** | Anonymous | Even a cursory review would imply that a full EIS warranted. It's simply laughable that such an extensive build scenario over an especially sensitive recharge zone wouldn't have more significant impacts and that those identified would be so easily mitigated. Some of the conclusions seem to over rely upon a (now drastically slowed) widespread transition to EVs. I also question assumptions about future demand given the rise of AI and potential for worker displacement. The future of work, and its effect on travel demand, should be better understood before undertaking such a destructive and potentially wasteful use of public funds to increase vehicular capacity. I also question the logic of such a significant capacity increase given the hard constraints at Cesar Chavez and 5th Street, as well as MoPac North. This would appear to either initiate a vicious cycle of capacity upgrades or create a parking lot over Lady Bird Lake. |
| **5/3/2026** | Anslee Connell | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February. The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate. Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request. A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further. Anslee Connell -Austin, TX 78745 |

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| **5/2/2026** | Ansley Burnette | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ansley Marquardt | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. Key concerns include: Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement. *** Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.***Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.***Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. With the increased impervious surfaces, water will not be able to recharge the Edwards Aquifer. We are already in a drought, and we need to increase water storage, not decrease it. The run off creates flooding of water that we can't even use. Impervious surfaces also create urban heat islands, and it is already way too hot<br><br>What good is another toll road that nobody wants to pay for if there is no clean water? It's bad for people, it's bad for business, and it is bad for our local government. We need better design and solutions, rather than building another road. People will come to the places where government and the citizens take care of the land that was fought for, not land that is drying up from mismanagement and poor choices. Once you run out water, you run out of life. Sincerely, Maximillian Henton |
| **5/1/2026** | Anthony | No more lanes. Stop ruining the city for the car and oil lobby. Build rail and busses and build it now |
| **3/24/2026** | Anthony adams | FINALLY. This is so long overdue. I am in favor of this. Please ignore the idiots who show up with their “logic” that more lanes does not improve traffic. The increased number of tax paying citizens requires expanding the infrastructure. I like that the proposal generally fits into the area already in use by Mopac, especially the stretches between Wm Cannon and Slaughter which already have concrete for 3 lanes, but much of it is unused (why did we pay to have 30-40 feet of shoulder there?). Tell Vanessa Fuentes we can’t be a world class city with our current 3rd world transportation infrastructure. |

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| **3/29/2026** | Anthony Ferrante | Hello. I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and we can provide further information including graphics. Thank you. |
| **4/22/2026** | Anthony Garossino | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/26/2026** | Anthony Hines | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Anthony Murray | Dear CTRMA Board Members,<br><br>STOP BUILDING MORE LANES! Give us rail and busses!<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Anthony Murray |

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| **5/3/2026** | Anthony Nichols | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Anthony Nichols |
| **4/26/2026** | Anthony Regalado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Antonio Diaz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Antonio Gonzales | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to NOT MOVE FORWARD WITH THIS PROJECT AT ALL!.....BUT IF YOU MUST ....include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Antonio Mondragon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Any morris | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br>Thank You for listening to your neighbors, Amy Morris |

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| **5/3/2026** | Anya Evans | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Anya Evans |

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| **5/3/2026** | Anya Viljoen | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Anya Viljoen |
| **5/3/2026** | Aoife Longmore | The area affected by the MoPac project is extremely sensitive in terms of water aquifers, as well as the karst caves and endangered species. It is also in the heart of Austin's community assets and identity. I request a full environmental study and a review of less disruptive solutions. |
| **5/3/2026** | Ap | No to the impact expansion! |

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| **5/3/2026** | Apollo Dahmus | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Apollo Dahmus |
| **4/27/2026** | April Aviv | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | april coulon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | April Goss | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, April Goss |

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| **4/22/2026** | April Holmesly | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by Evergreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | April Holmesly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | April Lewton | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  April Lewton |

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| **4/14/2026** | April O'Donnell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cuts through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• The Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Thank you, |

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| | | April O'Donnell |
| **3/19/2026** | April Porter | I DON'T WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/3/2026** | April Slaughter | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, April Slaughter |

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| **4/21/2026** | Aracely Gonzalez | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Aracely Gonzalez |

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| **4/21/2026** | Aran Rhodes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Ardis Warrenfells | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Ardis Warrenfells |
| **5/3/2026** | Areti Karydas | Please do not expand any more highways.  Invest in public transportation instead |

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| **5/3/2026** | Ari Frankel | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Ari Frankel |
| **5/3/2026** | Ari Patel | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ari Patel |

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| **4/22/2026** | Aria Ojeda | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Aria Ojeda | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ariana DiNielli | I strongly protest this expansion. It will potentially wipe out endangered species, harm the land, and take away more of the Austin charm that is fading away faster than we can speak. It would go against the fabric that most Austinites believe to be true- honor the land, animals, and water. |

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| **4/23/2026** | Ariana Razmdideh | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Ariana Walker | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Ariana Walker |
| **4/21/2026** | Ariane Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Arianna Digman | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Arianna Digman |

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| **4/23/2026** | Ariel Atlas | Dear CTRMA Board Members,<br><br>I am extremely disappointed in the continued proposals of highway expansions across Austin. They do nothing to fundamentally help with traffic (only allowing more cars on the road, and thus creating MORE traffic) and are detrimental to our precious natural resources. Please do not do this!<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ariel Atlas |

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| **5/3/2026** | Ariel Atlas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ariel Atlas |

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| **4/22/2026** | Ariel Novodvorschi | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Ariel Novodvorschi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/21/2026** | Ariel Quintana | I DO NOT WANT a wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I DO WANT continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane would be more helpful and efficient. CTRMA should invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/4/2026** | Ariel Wood | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/23/2026** | Arielle Yadhati | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aries Knight | Barton springs and all of zilker holds so much wildlife, greenery and community that we can't afford to get rid of here in Austin. Our water resources are already getting stripped from us, so many animals are being harmed and displaced already, and we don't have enough space that is uniquely Austin anymore, let alone naturally Austin. We don't need more cement and we don't need more money in another corporations pocket at the cost of nature. I'm begging you to drop the idea of taking this staple from people. A toll road doesn't get people to move here but our community and balance between nature and city does. |
| **5/1/2026** | Arista Ip | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Arista Ip | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Arista Ip |

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| **4/26/2026** | Arjun Adapalli | Dear CTRMA Board Members,<br><br>I am very concerned about this. The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Arjun Adapalli |

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| **4/21/2026** | Arjun Donthala | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/28/2026** | Arro Smith | Dear CTRMA Board Members,<br><br>I oppose this proposed expansion of south MoPac. It would serve so few, yet irrepairably damage the very things we moved here to enjoy.<br><br>We must protect our watershed. Nothing should be built without a full EIS.<br><br>Yours,<br><br>Arro Smith, PhD |
| **4/27/2026** | Arthur Aleman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Early 2000’s, Born and raised austinite. |

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| **4/24/2026** | Arturo Bustamante | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **5/3/2026** | Arun Kumar | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Arun Kumar |
| **5/3/2026** | Arunima Manzoor | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Arunima Manzoor |
| **4/21/2026** | Arvin Bhatti | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Honestly just drop the project and build a metro system like are you guys dumb? |

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| **4/23/2026** | Ash Catalan | I oppose further expansion and resources being put into Mopac, despite its congestion. Expanding on 8 miles of lanes will induce increased demand, leading to further congestion in the long run, and not solving the issue of Austin's congested roads. With the current highway expansion project in i-35, an additional expansion project on Mopac will only further congest roads and put a strain on daily travelers. The environmental impact that this project proposes is not worth it for the temporarily relief that the expansion will provide before it congests once more. I belief Austin officials should invest this money in resources that encourage alternative methods of transporating commuters across the city, such as an additional Metro Rail network that connects the city and in time, will lessen traffic congestion. |
| **4/22/2026** | Ash Martin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Ash Martin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Asha Jimenez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/17/2026** | Ashish Chapagain | Approved |
| **5/3/2026** | Ashlee | Don’t mess with our environment, our ecosystem, our community, our place! There’s plenty else to attend to when it comes to Austin. |
| **5/3/2026** | Ashlee Bowlin | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Ashlee Bowlin |

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| **4/23/2026** | Ashleigh Garces | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Ashleigh Roessler | The idea that expanding highways will reduce traffic volumes has been disproved time and time again. The environmental havoc that this extension of Mopac will create a whole new slew of issues for the City of Austin and risk threatening the already fragile nature of the Barton Springs ecosystem. Stop wasting our money (and commute times) on highway extensions and look at more viable options like more comprehensive and robust public transportation systems like we've been asking to happen. |

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| **4/21/2026** | Ashleigh Stevens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ashley | Nooo to Mopac expansion. Save our springs! |
| **5/2/2026** | Ashley Alba | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Ashley Alvarado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ashley Crane | As a 5th generation Austinite and my children being 6th generation, we strongly oppose this. My grandparents fought to save the springs and I will continue this fight for the sake of my children & the future of Barton Springs. |
| **3/28/2026** | Ashley Dickinson | MoPac South<br>I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you.<br><br>Ashley Dickinson |
| **3/28/2026** | Ashley Dickinson | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **5/3/2026** | Ashley Dodd | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Ashley Dodd |

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| **4/7/2026** | Ashley Dyslin | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. Stop taking away what makes this city so great, including valuable green spaces, and adding pollution.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For Austin residents and nature, |

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| | | Ashley Dyslin |

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| **4/30/2026** | Ashley Dyslin | Protect our land, save our city's incredible natural beauty and community spaces. I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Ashley Gordon | Barton Springs is the crowned jewel of Austin - this project is a threat. It is imperative that a full Environmental Impact Statement (EIS) is generated before ANY decisions are made and less harmful alternatives be prioritized. Thank you. |
| **3/31/2026** | Ashley Hall | I drive on Mopac every day, multiple times a day. I work downtown, live south at William Cannon near Mopac, have my kids daycare at Convict Hill & Mopac, and my son's elementary school off of 45 near Mopac. I am very excited at the prospect of adding lanes and reducing drive times! I am in favor of adding the maximum amount of lanes in both directions. Traffic is a huge factor in our daily life and in our ability to have community throughout various parts of Austin. I am obviously not looking forward to the potential traffic delays due to construction, but the end result will be well worth it in my opinion!! |
| **4/21/2026** | Ashley Hammonds | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | ASHLEY HARPER | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Ashley Ike | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ashley Jakes | Hi, my name is Ashley Hakes and I am representing the Cosmos Ranch Foundation and Secret Explorer.I'm calling to strongly urge CTRMA to require a full environmental impact statement forthe MOPAC South expansion.I'm taking the time to call because this decision really matters to me, not just in the shortterm but for generations to come.This project is not happening in a neutral location, it's happening within the Edwardsaquifer recharge zone, a place thatis incredibly sensitive, porous, and directly connectedto the water that feeds Barton Springs.At Barton Springs, it's not just a recreational site.It's truly a living, breathing ecosystem.It's a home to endangered species,like the Barton Springs salamander.It's a source of clean, flowing waterthat people rely on all the time.It's a place where community gathers,where people connect to nature, where people heal.What happens in the recharge zone flows into that water.There is no separation.This is why it's deeply concerning that this project is being pushed forwardunder finding a no significant impact.There is definitely significant impact happening because expanding a highway to sixto eight lanes over nearly nine miles through an ecologically sensitive area is notinsignificant.It brings increased runoff, increased pollution, increased disruptionto underground water flow and long-term impacts that cannot simply be reversed once they occur.And from what I understand, this decision is being supported by outdated traffic data.That alone should be enough reason to pause and reassess.We're making permanent changes because of information that may no longer reflect currentreality.This is exactly why a full environmental impact statement exists, to take a deeper, more honestlook at the consequences of a large project like this, to ensure the decisions are notnot minimized, not based on incomplete information.Because once this kind of damage is done,it doesn't just go away.You can't easily repair an aquifer.You can't create a spring.You can't bring back a species once its habit is compromised.And beyond the science, there is something deeper here.There's really a true responsibilityto protect what is sacred.What is life-giving?What is irreplaceable?We need water to survive, and Austin is known for its connection to nature because it's water, because of its green space.That identity doesn't exist without places like Barton Springs and decisions like this directly shape whether that identity survives.I'm asking you to slow this process down, to listen not just to the data, but to the community that is showing up, speaking out, and asking for care.to choose transparency over shortcuts,to choose long-term stewardship over short-term expansion.I request and require a full environmental impact statementfor this project before moving forward.This is the moment right now to get it right,so thank you so much for your time for hearing thisand taking it into consideration. |

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| **4/23/2026** | Ashley Kisamore | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Ashley Kisamore |

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| **4/26/2026** | Ashley Koll | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Ashley Landheer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Ashley Landheer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Ashley Lane | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Stacia Guerrero |

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| **4/19/2026** | Ashley Lane | Dear CTRMA,<br>I support EverGreen's mitigation efforts but believe they do not go anywhere near far enough. My own suggestions follow.<br>I am writing to strongly oppose ANY expansion of Mopac over Austin's beloved parks and natural spaces. The proposed expansion of Mopac is the equivalent of paving paradise to put up a parking lot. We cannot afford to lose more beautiful spaces to cars. Especially when doing so could also endanger the drinking water source for millions of people.<br>I do not trust the CTRMA or the city to handle this project with the extreme care required for such an important area. The forced expansion of I-35 by the state across town has already destroyed part of the Austin Food Forest despite promises that were made by the city and the contractors that it hired, that the Food Forest would not be damaged. Instead rows of freshly planted food trees were dug up during a crucial planting window, all to install a massive sewage pipe that s wasn't on the approved drawings. The city didn't stop it. It didn't hold it's contractors accountable.<br>CTRMA's current plan is a toll road greenwashed with performative bike lanes. Personally, I love to walk and bike around town. Including when I previously lived in the Tarrytown neighborhood about two blocks away from Mopac. But the absolute last place I want to bike is next to cars whizzing by at 60 (let's be real, it's Texas so it is probably 80+) miles an hour. It's not just unpleasant, this speed differential is deadly to cyclists. If you are hit at 50 MPH by a car, no bike helmet can save you. The legal speed limit of Mopac is higher than that. People often drive faster.<br>This is not a reasonable or sustainable solution. Austin needs real transit alternatives, not more trust me "just one more lane, bro." Study after study has shown that adding lanes induces demand, it does not reduce it.<br>One definition of insanity is doing the same thing and expecting a different outcome. CTRMA is proposing adding another lane, and despite 60 years of evidence nationwide showing that this does not work, claims it will help solve traffic. This is the solution it poses over Austin's crown-jewel public park, despite the city's poor track record with similar expansions on land it controlled.<br>The proposed solution by CTRMA is by definition insane. This whole project needs to go back to the drawing board. The people of Austin deserve better.<br>There is no room for error. Our springs, our drinking water, our parks, our urban natural spaces are too important. |
| **5/3/2026** | Ashley Lee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ashley Levrier | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ashley Levrier |

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| **5/3/2026** | Ashley Manley | Dear CTRMA Board Members,  I am writing to OPPOSE the mopac expansion plan. <br /><br />I moved here as a young person from Corpus Christi in my early 20s 13 years ago and have watched the effect of over development on our creek systems. It's jarring, and I don't need to send you all statistics and facts because plenty of other have sent you that. Please preserve what makes Austin special and sustainable. Don't turn our city into a desert wasteland by overpaving and not allowing rain water to recharge our ground water. We will just end up like California - dried up. Once the water table is depleted that aquifer is dead.  But central Texas is so special and unique and we have to preserve its beauty.  For the love of water in Central Texas,  Ashley Manley |
| **5/3/2026** | Ashley Sands | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Ashley Sands |
| **4/21/2026** | Ashley Stevens | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/3/2026** | Ashley Stovall | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ashley Stovall |

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| **4/21/2026** | Ashley Sykora | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ashley Wainscott | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Ashley Wainscott |

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| **5/3/2026** | Ashley Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ashley Yarbrough | This is an environmentally sensitive area. This will impact flora, fauna, me & the areas Austinites love. No to expansion. Keep our springs safe. |
| **5/3/2026** | Ashley Zheng | Compromising the watershed will not only impact and harm wildlife but also the soul of Austin. Construct more public transit not more highways. |
| **5/3/2026** | Ashlyn Horek | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  <p data-start="2198" data-end="2385">  <p data-start="2198" data-end="2385">**I think one of the best parts about Austin, that sets us apart from other cities in Texas, is our green spaces and community. If Barton springs or Zilker is at all disrupted you take away the appeal of living here, especially for young people. No one really needs a 6 lane highway expanding south (coming from someone who lives south), the traffic truly isn't that bad and we've had soooo much construction in this area that people would prefer to not see it again. Truly if you add 6 lanes, we're gonna be Houston or Plano, and no one wants to see that. Keep Austin Beautiful, unique, and weird. <br />Thank you,  <p data-start="2198" data-end="2385">Ashlyn Horek  <p data-start="2198" data-end="2385">  Sincerely,  Ashlyn Horek |

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| **4/22/2026** | Ashlyn Massey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Ashlyn Massey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ashlynn Long | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ashlynn Long |

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| **4/24/2026** | Ashton Alkire | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ashton Caton | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ashton Caton |

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| **4/21/2026** | Ashton Skidgell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ashtyn Harper | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Ashtyn Harper |
| **5/3/2026** | Asia Biddle | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Astolfo Romero | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Atticus Denny | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/25/2026** | Aubrea Rudded | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Aubrea Rudded |

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| **4/23/2026** | Aubrea Rudder | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Aubrea Rudder |

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| **4/27/2026** | Aubrey Epstein | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aubrey Lynch | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Aubrey Lynch |

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| **4/22/2026** | Aubrey Muirhead | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Audra Webbe | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Audra Webbe |
| **3/21/2026** | Audrea Moyers | I am writing to protest plans to widen MoPac. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I do support converting an existing highway lane to a HOV/transit lane. I support continuous pedestrian-bicycle paths along the project’s length. We need to invest in walkable streets with safe bicycle corridors and transit options, especially to/from hubs. |
| **3/21/2026** | Audrea Straub | Do not expand Mopac! We have already done so much harm to our city's environment with urban sprawl. More cars on the road in not the solution, and will only create more traffic in construction and add more cars onto the roads. Didn't work for LA and their traffic and won't help here either. |

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| **4/29/2026** | Audrey Bennatt | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Audrey Clark | Austinites DO NOT want Mopac expansion!! As a transplant from Dallas that loves Austin, protecting Barton Springs is a top priority for me personally. We should prioritizing this because it's what makes our city so special. I also know from experience growing up in the vast concrete expanse of Dallas that highway expansions cannot be our solution!! Please explore other transit options, say no to Mopac expansion. |
| **5/3/2026** | Audrey Conway | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Audrey Conway |

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| **4/20/2026** | Audrey Cook | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Audrey Dahlkemper | You told my generation that we were the ones who had a chance to make things better. So here I am, hoping that this email will reach you. You, who are also most likely a resident of Austin. Have you walked the path at sunset when the birds take off into the sky. Have you swam in Barton creek on a hot summers afternoon. Have you taken a moment, taken a breath to look up, look up and see the tree branches waving in the wind against the blue sky. All of this will disappear if this highway gets expanded. Nature is not like a building we can re-erect. Once it's gone, it's gone forever. It's not worth more lanes and more traffic. Stop the highway expansion. |
| **4/23/2026** | Audrey Eberly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Audrey Finn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Audrey Finn | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Audrey Griffin-Baldwin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **3/19/2026** | Audrey Hartman | I do not want Mopac widened! We should invest in bike lanes, pedestrian infrastructure, and public transit instead. Do NOT widen mopac! Traffic and pollution will only increase if this is done. |
| **4/15/2026** | Audrey Moore | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/25/2026** | Audrey Scalici | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Audrey Sullivan | Please reconsider doing this while i-35 is under construction. I don't think adding a lane will benefit anyone. I live in tarrytown right off mopac. |
| **5/3/2026** | Audri gunderson | I care more about this cities environmental health than saving a couple minutes on my commute to work. Save nature!! |

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| **5/3/2026** | August Floyd | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, August Floyd |

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| **4/22/2026** | August Fye | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>August Fye |

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| **4/22/2026** | August Fye | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/22/2026** | Aurora Silva | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. Please preserve what keeps Austin so beautiful and unique!!!! |

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| **4/5/2026** | Aurora Silva | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Aurora Silva |

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| **4/20/2026** | austin | This project is going to waste 825+ million dollars, not going to be finished for 10 years, and then provide a negligible impact of at most 10 mins a day taken off commute times. |
| **4/30/2026** | Austin Ables | Barton Springs is one of the few great public amenities in this country that has not been destroyed by our insatiable greed. It is a gift of nature and is to be treated care and respect. No one owns rights to the pools waters, but we all have a responsibility to maintain these waters for generations to come. |
| **4/27/2026** | Austin Aiken | I don’t think mopac expansion is worth any impacts to the aquifer. |

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| **3/24/2026** | Austin bench | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Austin Bench |

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| **4/19/2026** | Austin Fillip | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Austin Gavlak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Austin King | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Austin King |
| **3/19/2026** | Austin Lukes | This will do nothing to reduce congestion, and the amount of time and money spent on it will be a waste. |

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| **5/3/2026** | Austin McDaniel | Dear CTRMA,<br><br>The current plans for the mopac expansion perpetuate a history of car centric infrastructure and highway expansion that we know doesn't address traffic issues. Instead these expansions cost more money, further the destruction of our precious green spaces, and take away funding from mass transit options and active transportation options that are more affordable and accessible to everyone. Stop expanding our highways, increasing our costs, and polluting our environment. Instead build infrastructure for the people.<br><br>Thanks,<br><br>Austin McDaniel |
| **5/3/2026** | Austin Nichols | Dear CTRMA Board Members, My name is Austin Nichols and this is not a repeat form letter. I am an actor and director. I have been in Austin since 1981. You, your organization, and people like you, have systematically destroyed almost everything that made this city unique and wonderful. STOP!!! The Aquifer and the springs are so special and important. Our wildlife. Our flora and fauna. You know what we don't care about? Bigger wider roads and freeways. NO ONE WANTS THIS. WHY DO YOU??? Please ask yourself why you are doing this? It's not for us. <br /><br /> YOU WILL NEVER FIX TRAFFIC in popular fast growing city. All you will do is make room for more cars. More people. More traffic. Your ideas to ease traffic are flawed. And frankly, just wrong. <br /><br /> I would be willing to bet that you have never been to Jacob's Well. If you had, you would realize that humans are destroying our environment. The unchecked development in Austin and Texas in general is disgraceful. We don't need to speed up or ramp up development. Let people build their own homes. Let growth happen naturally. <br /><br /> Do you know what happens when growth happens too fast? People and institutions naturally check that growth. And it finds equilibrium again. <br /><br /> I will mobilize my half million followers to fight you every step of the way. And expose any nefarious "deals" that may be happening. <br /><br /> First and foremost, you are supposed to represent US, not you or special interest. I'd love to see a list of people who want the Mopac South Expansion. I'm sure it's extremely short or non existent. <br /><br /> PLEASE put us first. The environment. Quality of life. Parks. Beauty. NOT ROADS!!!! No one wants wider bigger roads. <br /><br /> Also, if you don't understand how drainage works, you need to read up on how the aquifer recharges and how large tracts of concrete and asphalt disrupt the recharging of the aquifer. <br /><br /> One day, you will wake up and Barton Springa will be dry. Is that what you want? Do you want to live with that on your head? Please think about what you're doing!!! Austin Nichols Respectfully, Austin Nichols |

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| **4/22/2026** | Austin Outside/ Brit Hansen | April 22, 2026<br><br>Re: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments<br><br>To: Central Texas Regional Mobility Authority Board and Project Leadership,<br><br>Austin Outside (AO) supports AO member, Zilker 351's, attached letter. As a consequence, we also support Zilker 351's request for environmental mitigations on the MoPac South Project to specify Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments in response to the South MoPac environmental study and each of its other requests.<br><br>Thank you for your leadership and consideration.<br>Respectfully,<br><br>Austin Outside Board & Members<br>Kari Spiegelhalter, President<br><br>Thank you kindly,<br><br>Brit Hansen<br>Membership Director<br>AO Public Calendar<br><br><<Attachment>> |
| **5/3/2026** | Austin Saavedra | Fully against this project, especially if it puts Barton Springs and/or Zilker Park at risk. |

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| **4/22/2026** | Autumn F | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br>Save the springs! Save the trees! Save our parks!<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Autumn F | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>Save the springs! Save the trees! Save our parks!<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Autumn Good | I'm extremely concerned about the environmental impact of this proposal. We already have one city in Texas posed to run out of water, and this project has a high risk of endangering another water source 2 million Texans depend on. Additionally, the scale of the projected improvements do not justify the cost and headache that another near decade long construction project would entail. A time saving of 4-5 minutes is simply not worth it, especially since our other primary north south corridor is also under a multi-year construction project. At an absolute minimum, a full environmental impact statement needs to be conducted to better evaluate the risks both environmental and logistical. |

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| **5/3/2026** | Autumn Spadaro | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | ava hall | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, ava hall |

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| **5/3/2026** | Ava Moses | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ava Moses |
| **5/3/2026** | Ava Paredes | I am opposed to the widening of south mopac. The north mopac expansion has done little to mitigate traffic and expanding the southern section would just create the same thing. i am particularly opposed to this highway construction due to the environmental effects of the project. the edwards aquifer recharge zone runs right through the area of construction. i do not believe that this project would cause little damage to the green belt. it would change the landscape and natural habitat for many flora and fauna in the area. we already are in a significant drought and causing damage to the recharge zone would further damage the ecosystem. it has been shown time and time again that adding lanes only temporarily decreases traffic. as the traffic decreases demand increases. and we are right back to square one after spending millions of dollars. instead think about using the money to mediate and fix the choke points for traffic south of 290 rather than widening the highway. would be a much better use of taxpayer money and wouldn't damage the ecosystem. think about the katy |

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| | | freeway, the widest highway in the country, perhaps the world. there is still traffic at the katy freeway. there is still traffic on north mopac. |
| **4/23/2026** | Ava Stafford | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **3/19/2026** | Avalena | Not interested in an expansion. It doesn't help traffic long term and we should be more focused on improving our public transit, sidewalks, and bicycle lanes. |

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| **4/23/2026** | Avalon Ray | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Avery | Protect our natural resources |

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| **4/12/2026** | Avery Warren | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Avery Warren |

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| **5/2/2026** | Avery Muller | I strongly oppose the proposed expansion of Mopac South. Expanding urban highways is an outdated transportation investment, and CTRMA should be spending this money on much more forward-looking projects (like regional rail!) that align with City of Austin mobility and sustainability goals.<br><br>Expanding Mopac will induce more sprawl, resulting in increases in VMT and VMT per capita, all the while worsening air quality (with particularly negative impacts to children at Austin High), and damaging some of our most precious environmental resources.<br><br>CTRMA should complete a full EIS on this project to more thoroughly understand the environmental impacts.<br><br>If there is going to be a highway expansion it should be at most one lane in each direction. |
| **5/2/2026** | Avery Muller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Avery Valdez | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Avery Valdez |
| **4/21/2026** | Avery Vincent | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Avery Vincent | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Avian Kehoe | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Avve Mason | Toll lanes don't really help residents only the wealth will use them. Most people won't pay extra money to take them. It's costly enough to live in Austin!!! |

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| **5/3/2026** | Avya Barton | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Avya Barton |
| **4/22/2026** | AW Waring | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/22/2026** | AW Waring | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Aya El-Sawa | Dear CTRMA Board Members,  It is absolutely unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. I have been going to barton springs for years, and this highway would ruin it.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Aya El-Sawa |

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| **4/23/2026** | Ayana Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ayanna Keys-Jones | Please, no more highways. Don’t keep taking away precious land in order to create more gridlocked highways |
| **5/3/2026** | Aychele Hill | Disrupting the delicate balance of the soul and ecosystem that encompasses the area of the proposing expansion of highways is not the most smart decision for the preservation of species and shared resources. I do not agree with a project that could possibly damage permanently this precious environment. |
| **4/23/2026** | Ayesha Sadaqat | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ayla Maduzia | Dear CTRMA Board Members,           <br />I oppose the MoPac South highway expansion project. Faster is not better. May we slow down! May we sit in traffic a little longer in order to protect the few good things we have left that we have not ruined with modern advances. <br /><br /> I live between mopac and 290. Already I am feeling the overhang of traffic and construction and always something changing. It does not make my life any better to drive from one part of town all the way to dripping springs without a stop light. This was not better! Faster is not always better. <br /><br /> Protect our land, protect our waters. I know we all need to get from point A to point B. As safely as possible! More lanes does not mean safer. Faster is not safer.            This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ayla Maduzia |
| **5/3/2026** | Ayla Maduzia | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ayla Maduzia |

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| **5/3/2026** | azura martinez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, azura martinez |
| **5/3/2026** | Bailey | Please do not expand mopac. Protect our springs at all cost!!! |

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| **4/20/2026** | Bailey Ewing | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Bailey Toksas | Hello, my name is Bailey Toksas. I've been an Austin resident for the past 10 years. I am amember ofmany different communities here in this town andfeelIt is of the essence to stand up as a leader within this community to protestthe MOPAC expansionfor the key purpose thatThe main reason that so many individuals live in this exquisite city is the nature.It is Barton Springs, it is the ecosystem, and without those aspects of the city, itwould not be anything that it is today.And it is absolutely imperative to take these things into account and pause any plans todestroy our nature, its habitat, its ecosystem,and preserve what makes this city worth living in.Please do everything in your absolute powerto protect our natural habitat.It is why we all live here.Thank you. |

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| **4/22/2026** | bailey toksoz | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>bailey toksoz |

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| **4/22/2026** | bailey toksoz | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>bailey toksoz |

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| **4/20/2026** | Baleria Hernandez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | bamboopalooza | |

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| **5/3/2026** | barbara Hilliard | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Barbara Hilliard |

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| **4/26/2026** | Barbara Johnson | Dear CTRMA Board Members,<br><br>Dear CTRMA Board Members,<br><br>I want clean water streams, not revenue streams. I'm writing to oppose the MoPac South expansion because of it's envoronmental impacts to the vulnerable recharge zone that is the Edward's Aquafer and the jeaportization of endangered species and species of concern that live there.<br><br>Research shows that adding more lanes to a roadway does not substantially ease traffic.<br><br>I am opposed to construction, especially because a thorough and satisfactory environmental impact report has not been produced.<br><br>Sincerely,<br><br>Barbara Johnson |

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| **4/26/2026** | Barbara Johnson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Barbara Johnson |
| **5/3/2026** | Barbara Johnson | Hi there. My name is Barbara Johnson. I'm an Austin resident. I use MOPAC on a near daily basis.I'm calling to express my concern about the proposed MOPAC south expansion.I'm really concerned that there's not an environmental impact study that is done by experts.We have endemic endangered species in the spring.Endemic means that they're only here in the spring in Austin on the globe.that's what endemic means. Endangered means that they're threatened. There are only a few left.So we really need to be paying attention to that. We could be jeopardizing and even killing the lastof these known species in Austin. And I think we need experts on the case to tell us what theproposed planning would do for the impact of these creatures in the land and the water. Thank you. |

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| **3/24/2026** | Barbara LaFellette | This MoPac expansion plan is bad for everyone except CTRMA. A full environmental impact study needs to be done. What you are passing off as an impact assessment is ingenious at best! A flat out lie at worst. Noise, air, water quality will all be diminished. Pollution to all will be inevitably increase and for what? Profits for CTRMA-HELL NO! |
| **4/28/2026** | Barbara LaFollette | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Barbara LaFollette |

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| **4/25/2026** | Barbara Loe | Dear CTRMA Board Members,<br><br>Please, as an Austinite since 1976, a resident of south Austin that uses MoPac regularly, and a senior who swims daily at Barton Springs, I urge you to conduct a full and transparent Environmental Impact Statement for the project. This will uncover the truth of the severe and unnecessary impacts the project will have as currently proposed. The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on MoPac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lady Bird Lake trail hike and bike bridge. I will not be able to reach Barton Springs since I live south and must use MoPac to get there, due to bottlenecks in alternate roads with traffic avoidance of MoPac because of the construction. I am not one of the happy few who have the priviledge to live in the Barton Springs neighborhood.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; sediment runoff and water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north MoPac, Cesar Chavez and other streets in my neighborhood. And, with the ciry of Austin project for Lamar Blvd. changes taking place at the same time that will reduce car traffic to one lane, the traffic nightmares will be compounded for those of us who live south of the river.<br><br>Please evaluate and consider less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Cannon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>The proposed project must be evaluated together with the TxDOT proposal to connect the south end of MoPac to I35, converting MoPac to a western I35 bypass. I shudder to think of the amount of traffic that project will add to MoPac, and you all know that MoPac was never designed to accommodate that kind of traffic, including large trucks and 18 wheelers which will inevitably end up on MoPac as a "bypass." |

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| | | I regularly drive MoPac from William Cannon to Cesar Chavez and the reverse, and I do not see the kind of traffic slowdowns you think that you are addressing. Most of the slowdowns I experience are north of the Cesar Chavez onramp traveling north, which will only become more congested by increasing lanes only to that point. Whenever I'm driving south to my exit at the 360 turnoff, I have never experienced more than maybe a 5 minute delay due to traffic slowdowns, even at peak hours.<br><br>Please conduct an EIS for this project and let us look at the truth of what the consequences will be, and consider the alternatives before proceeding with the expansion.<br><br>Respectfully,<br><br>Barbara Loe |

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| **5/3/2026** | Barbara McArthur | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public |

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| | | participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Barbara McArthur |
| **5/3/2026** | Barbara Rodriguez | Oppose any projects interrupting Zilker Park/Barton Springs. |
| **4/30/2026** | Barbara Stinson | Hello: this project must be more carefully evaluated for environmental impacts. Other alternatives should be considered that include broader goals for improving air quality and lowering environmental impact in the region. Transit and other options must be more thoroughly evaluated, ones that align with Austin‘s lower carbon footprint, and regional transportation needs. Let’s go back to the drawing board and get an alignment with the leadership of the city of Austin and surrounding communities! |
| **5/3/2026** | Barbara White | I am against the mopac expansion |

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| **5/3/2026** | Barrie Golden | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Barrie Golden |

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| **4/17/2026** | Bart Landry | Dear CTRMA Board Members,<br><br>Here:<br><br>As a long time resident of Austin and a lover of the nature here, I have seen the impact over development has had on our natural waterways, greenbelts, nature spots, lakes, and so many things that make Austin a unique place to live. The planned expansions to Mopac would be devastating for our water system, for our beautiful nature access, and it is absolutely not a cleverly thought-out solution to the traffic issues on Mopac. It seems like a money grab. We DON'T need more f*cking toll lanes! We need free HOV lanes, metered access, and a much more well thought out plan that seeks to preserve the way of life in Austin instead of just bulldozing everything for the sake of making money for rich stakeholders. I implore you to reconsider, have a proper study done of the environmental impacts of this plan, and do better. Create a more sustainable plan that doesn't simultaneously ruin such important parts of what make Austin a great place to live. The city is being ruined by overdevelopment and greed.<br><br>******<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin’s parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders’ external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction |

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| | | ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Bart Landry |

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| **4/23/2026** | Barton Ballard | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/26/2026** | basil jacobs | Dear CTRMA Board Members,<br><br>Dear CTRMA,<br><br>I strongly oppose the proposed MoPac expansion, and ask that you abandon it. It is an irresponsible decision that is clearly made with no consideration for the ecosystem, public health, and what Austinites actually want. Nobody I have talked to has expressed support for this project, only exasperation and annoyance that there's going to be more construction, and ANOTHER lane added to a highway that does not need it. We are sick and tired.<br><br>It is obvious that there is a financial incentive to build this highway inefficiently in order to force people into the toll lanes and turn a larger profit for your company. The toll prices during peak hours today are anywhere from $9-$12. This clearly creates an unfair situation, with only certain people being able to afford the ridiculous tolls, and everyone else forced to sit through bumper-to-bumper traffic. There are much more efficient ways to reduce traffic than to add additional lanes, toll or regular. In fact, it has been proven that adding lanes only worsens congestion instead of relieving it. It is clear to anyone who has done an ounce of real research that CTRMA only cares about profit, not the people. A 14 lane highway is the absolute worst thing you could do.<br><br>There is a huge environmental concern with this expansion going through the St. Edward's recharge area, bringing even more pollution and habitat loss to an already sensitive area. Studies show that highway construction will add heavy metals and harmful chemicals, including significant levels of phthalates, microplastics, cadmium, and lead- all of which have extreme health effects on humans and wildlife. Nitrous oxides cause algae blooms which deplete water of oxygen, resulting in lower biodiversity across the whole food chain. Fish, turtles, herons, bobcats, insects, bats- all life is affected by these decisions. Not to mention the two endangered salamander species that exist only in the Barton Springs area. A fully functioning ecosystem is essential for humans as well- the ecosystem services provided by plants and animals are invaluable and include things like cleaning the air and water, keeping pest populations under control, preventing erosion, |

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| | | and pollinating plants. Allowing these services to go on saves us billions of dollars nation-wide every year, and affects us more closely than you would like to admit. This is a fragile and delicately balanced ecosystem that is already suffering due to the extreme urbanization of the area. We demand a full Environmental Impact Statement that prioritizes a comprehensive assessment of all pollutants and environmental hazards that will be created in the process of this project.<br><br>As for public health, the dust and particles from construction that get into the air, soil, and water, will only add to the thousands of sicknesses and deaths that occur every year due to pollution. These, along with the aforementioned heavy metals and chemicals in the water, cause asthma, cancer, brain damage, and reproductive issues. The excess of pollution in our city will affect Austinites for generations to come. Imagine Barton Springs so polluted with sediments and chemicals that nobody can swim in it anymore. Think of the many AISD schools, notably Austin High School, are right in the area of construction, where young lungs will experience all of these health effects tenfold. Not to mention the increased traffic due to the long construction process will make it even more unsafe for young drivers and walkers trying to get to school on time. Noise from construction also makes it difficult for students and teachers alike to focus in class, preventing top-level learning. Your children and grandchildren will have to live with the vast negative effects of this expansion.<br><br>Please, if you care about people at all, if you care about the natural world at all- do not go forward with this highway expansion. Austin is begging you.<br><br>basil jacobs<br><br>Respectfully,<br><br>basil jacobs |

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| **5/1/2026** | bass phillips | CTRMA Board <https://www.mobilityauthority.com/about/board-members/> -<br><br>Take another and another hard look at the 2015 'One-Lane' each way proposal. Protect the Aquifer at all costs. Consider ways to make this project better for Austin, such as preserving all trees 19” and up in diameter and “Replace removed trees at 4:1 (large) and 3:1 (mid-size), using native or regionally adapted species with an 85% survival plan.” Thank you for your attention. |
| **5/3/2026** | Bassel Alaiyoubi | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Bassel Alaiyoubi |
| **5/3/2026** | Baylor Baldwin | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Baylor Baldwin |
| **5/3/2026** | Beatrice Kennedy | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Beatrice Kennedy |

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| **4/23/2026** | Beatrice Waide | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Beatrice Waide | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Becca Messenger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/16/2026** | Becca Shropshire | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Becca Shropshire |

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| **4/16/2026** | Becca Shropshire | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Becca Shropshire |

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| **4/16/2026** | Becca Shropshire | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **5/3/2026** | Beck Sonniksen | The proposed expansion will hurt one of the most popular recreational destinations in Austin, will harm tourism to the city and state, and endangers the environment, all for a solution to traffic that has been known for decades to be counterproductive. |

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| **4/25/2026** | Becka Gutierrez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Becky Bullard | Please do not expand Mopac. The time saved in travel by adding additional lanes is not worth the impact on the environment or the cost of the project. Furthermore, the time savings would disproportionately benefit those with the resources to pay for toll lanes and doesn't help those who lack the resources. This is antithetical to Austin's goal of being the most livable city in America, which must take into account issues of equity for all residents. |

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| **4/24/2026** | Becky Dreps | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Becky Dreps |

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| **4/7/2026** | Becky Fliss | Spending nearly $825 million to expand MoPac South for a projected 8–12 minute commute savings is a poor long-term investment. The cost is enormous compared with the modest benefit, and during construction, residents and commuters will face years of traffic delays, detours, and safety risks, effectively losing more time than they'll gain once the project is complete. Beyond the financial burden, the expansion threatens local waterways, wetlands, and wildlife, contributing to pollution and long-term environmental damage. These harms are permanent, while the commute-time improvements are relatively small and temporary, particularly given the likelihood of induced demand, where added lanes eventually fill up and congestion returns. Alternative investments, such as enhanced public transit, bike and pedestrian infrastructure, and smarter traffic management, could deliver more sustainable mobility improvements without massive costs or environmental harm. When weighed against the significant financial and ecological impacts, the limited time savings simply do not justify this project, making it an imprudent choice for the long-term health and livability of Austin. |
| **4/27/2026** | Becky Fogle | I am opposed to the expansion.<br><br>Rebecca Fogle |
| **5/3/2026** | Becky Hook | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February. One of the most incredible things about Austin is its harmonic relationship with city and nature. Impacting our incredible, invaluable water source would be foolish and short sighted. I have spent countless hours enjoying Zilker park through volleyball tournaments, picnic dates, kite festivals and music festivals. It's the heart of Austin! The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate. Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request. A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further. Becky Hook - Austin, TX 78727 |

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| **5/3/2026** | Becky Jolin | I live on the edge of the Barton Creek Greenbelt off of Spyglass Drive between Wallingwood Dr. and Barton Skyway. My home is approximately 2,000 feet from the Project. I walk on the Barton Creek Greenbelt daily. THe project will seriously deteriorate the natural setting of the area by noise pollution, air pollution, water pollution, and changing a beautiful natural area to a highly urbanized area. We must not allow suburban growth to destroy our beautiful natural urban setting which drew us here. I have lived here for more than 25 years. It was a quiet and peaceful place until the North Mopac Tollway and sound walls were constructed. That project increased highway noise pollution to this area exponentially when the prevailing SW winds are weak or replaced with North, NW or W winds. I cannot imagine the noise pollution that will come into south Austin from the Project and elevating portions of South Mopac. This noise pollution will negatively impact not only the people who live there, but also the animals who already tenuously live in the Barton Creek Greenbelt. It is still a relatively wild area, with coyotes, racoons, armadillos, rock squirrels, turkeys, road runners and -- just this week - my Merline Bird App identified 42 species of birds in a less-than 3-hour period. This is treasured habitat that will be forever changed by the Project. CTRMA must conduct a full Environmental Impact Statement analysis before proceeding so that the true impacts of the project will be on the table before any decision is made regarding whether the Project should go forward. We do not think saving 8 minutes of drive time warrants the impacts to people, water quality, air quality, and most importantly, our wild neighbors who rely on this small island of wild land in the middle of Austin. We cannot continue to build roads for cars from outside the area. Austin should provide a blueprint for the future for other urban areas to follow to remain a beautiful, green, liveable city. Mass transit should bring people in to the City and small impact transit should get them where they need to go once they are here. The traffic model used to dismiss alternatives to the Project are old, do not reflect the fast-developing future of technology and transportation alternatives, and do not consider local goals and policies. The Project's benefits of faster commutes are far outweighed by the damage the project will heap on neighboring residents, on water and air quality in sensitive natural areas including Barton Creek, Barton Springs, and the Barton Creek Greenbelt, which is part of the Preserve to Protect Endangered Species, and on the abundant wildlife that inhabit the Barton Creek Greenbelt and Barton Creek Wilderness Park, which the Project will transect and run parallel to for some miles. Austin does not need the Project and should not allow the CTRMA to move forward with the Project. In order to understand what is at stake, I urge everyone involved to watch two documentaries on the Barton Creek Greenbelt, "Foreverland," which recently aired on PBS, and "Origins of a Green Identify", both of which are available on YouTube's Living Springs Documentary Series. Thank you for considering these comments. Becky Jolin |
| **5/3/2026** | Becky Miranda | I am NOT in favor for this project. There is no need for tolls. |

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| **5/3/2026** | Becky Nicolaou | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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| **5/3/2026** | Becky Woodard | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts. <br /><br /> I strongly oppose this measure. More lanes does not lead to less traffic in so many studies show that. Listen to the research Respectfully, Becky Woodward |

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| **5/3/2026** | Bee Cam | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **5/3/2026** | Beja Fusco | Dear CTRMA Board Members, I attended and volunteered at the mopac south town hall meeting on Earth Day, April 22nd at my own school, Austin High. I had known about the meeting for a few weeks because my dad is the executive director of Save Our Springs Alliance, an environmental nonprofit here in Austin that works to protect ecosystems and fight developers/massive corporations who try to get away with harming the environment. SOS had reached out to the school and my dad met with Dr. Bedford to arrange the meeting. We quickly got involved with the Environmental Action Club here at Austin High, and started spreading the word. I helped make posters with EAC before the meeting and encouraged all my friends to do the same. I started spreading the word and telling everyone about it so more people in the school community can get informed and involved by making public comments.<br><br>The meeting turned out to be a great success and lots of people came, even news stations who wrote stories and articles about it, which shows just how much people are oppose this to take time out of their personal lives to get informed. The project would be completely devastating to not only the Austin High community, but all of Austin as a whole. The pollution bound to increase by it, such as PM2.5, NOXs, VOCs, CO, etc all pollutants that we learn about in my AP environmental science class, will multiply and fall right into the Colorado river and therefore Edward's aquifer. The aquifer is the most important source of water for the Austin community and has arguably already been depleted and strained with the intense droughts in recent years. The construction of the project could take up to nine years or even longer, and cause even more pollution in that timespan.<br><br>In addition to the environmental impacts of the project, which one could easily spend weeks on determining all the consequences of this project on the ecological scope of the city and watersheds beyond Austin, there would also be significant impacts on the culture of the city and recreational spaces during construction. There would likely be cranes in the river, obviously entrenching the aquatic ecosystem but also forcing closures for boating, kayaking, paddleboarding and rowing purposes in that area. Rowing clubs like Austin Rowing Club and Texas Rowing Center rely heavily on the lake area for daily practices and yearly regattas. Shutting the area down would impact these communities and could affect their performance in national competitions. Additionally, the Roy and Anne Butler trail, or Hike and Bike trail along with the adjacent pedestrian bridge would face closures and disrupt Austin's vibrant community of runners, including myself and the AHS cross country team. Obviously, these smaller implications are not nearly as crucial to Austin as the environmental consequences, but they are still factors worth being taken into consideration.<br><br>I'm honestly appalled that this project is anywhere near a real possibility for the future of Austin, especially with the utmost negligence to the Austin communities and ecosystems. The truth is, the initial lack of considering any community approval or input, creating a thorough environmental impact statement, and providing the public with overall transparency shows the corrupt nature of the project and the misuse of tax dollars for completely unnecessary projects. That's why I am so grateful for my family, environmental nonprofits and lawyers who work hard day and night to put in the work no one else will, and especially my dad who fits both of these categories. I have been able to learn so much from him, be involved and have the amazing opportunity to educate my friends and peers on important issues such as these because of my dad's role and ambition to fight harmful projects like this one. For the love of water in Central Texas, Beja Fusco Bunch |

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| **5/3/2026** | Beki Halpin | Dear CTRMA Board Members, This proposed expansion of Mopac is a classic example of fouling your own nest. It is a plan for wrecking a place we all love, a place that makes Austin and Central Texas special, so people can drive through faster. The trade-offs for our community do not add up. There are other ways to move traffic through central Texas and Austin the do not degrade the places we love and foul the air we breathe. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Beki Halpin |
| **4/27/2026** | Bekka Baker | Dear CTRMA,<br>I have been a resident of Austin since 2012 and I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Bela Nash | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Béla Siptak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Belkisa Dautovic | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Belkisa Dautovic |
| **5/1/2026** | bella | Do not go through with the mopac expansion project, this will hurt the future of barton springs. although i dont live in austin; i regularly attend zilker and barton springs. imagine how may others do too |

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| **4/20/2026** | bella khatri | Dear CTRMA,<br>Please do not go with the expansions. All the parks will be greatly affected. For the people, keep it for the people of Austin. Please.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Bella Laster-Simpson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | bella oglesby | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | bella oglesby | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Bella Swafford | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Bella Swafford |
| **4/29/2026** | Ben Daniels | Greetings,<br><br>I write to express that I oppose expanding MoPac South. I support regional rail and a world class bike/pedestrian network. I am asking for a full Environmental Impact Statement (EIS) not an abbreviated EA.<br><br>This proposed highway expansion will not solve traffic, will make commute times worse, and be an expensive bill and waste of time for taxpayers.<br><br>Best,<br><br>Ben |

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| **5/1/2026** | Ben Grunau | Greetings CTRMA staff,<br><br>My name is Ben Grunau, and I am submitting the attached letter representing my public input for the MoPac South project, and which I hope to be included in the public record.<br><br>Please let me know if you have any questions or if there are further steps I need to take on my end, and thank you for being open to public comment.<br><br>Regards,<br><br>Ben<br><<Attachment>> |

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| **4/20/2026** | Ben Heleniak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/14/2026** | Ben Ibarra | Please DO NOT move forward with this project. Expanding MoPac by adding more car lanes reflects an outdated approach to transportation planning that has consistently failed to deliver long-term solutions. Decades of evidence from cities across the country show that increasing roadway capacity induces additional demand, ultimately leading to the same or worse congestion levels over time. Beyond its limited effectiveness, this project would significantly degrade the character of Austin's landscape. MoPac is not just a transportation corridor; it is part of a broader environmental and scenic system that contributes to the city's identity and quality of life. The continued widening of these roads erodes green space, disrupts ecological systems, and diminishes the everyday experience of residents who value access to a natural, visually open environment. At a time when cities are rethinking mobility—prioritizing public transportation, multimodal networks, and environmental stewardship—this proposal represents a step backward. It prioritizes short-term vehicular throughput over long-term sustainability, resilience, and livability. I strongly urge the City to reconsider this project and instead invest in forward-looking transportation strategies that align with Austin's environmental values and future growth. |

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| **3/25/2026** | Ben Livingston | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>I swim in Barton Springs. I walk the Greenbelt. This is not theoretical to me. This water is part of my daily life and part of what keeps Austin worth living in.<br><br>This project places new lanes directly over one of the most sensitive recharge zones in Texas. The Edwards Aquifer here is fractured limestone. Water moves quickly, with very little natural filtration. Adding pavement increases polluted runoff that goes straight into the system that feeds Barton Springs.<br><br>The project's own Environmental Assessment acknowledges likely impacts to endangered species, including the Barton Springs salamander and Austin Blind salamander. That level of risk alone justifies a full EIS.<br><br>The transportation benefit does not hold up. Decades of data show that widening highways induces more traffic and delivers only temporary relief. The lanes fill, congestion returns, and the damage remains.<br><br>So the trade is clear. Short-term gains for some drivers in exchange for long-term risk to water quality, wildlife, and the places that define Austin.<br><br>Barton Springs, the Greenbelt, and the surrounding watershed are not luxuries. They are central to the city's health, identity, and economy. People come here because of this water. Many of us stay because of it.<br><br>You cannot degrade your water system and call it an improvement in quality of life.<br><br>Please require a full Environmental Impact Statement and pursue alternatives that protect the aquifer rather than put it at risk.<br><br>Respectfully,<br><br>Ben Livingston |
| **5/3/2026** | Ben Nippes | TXDot doesn't seem to be interested in long-term solutions. This is like putting a big invasive Band-Aid on, and is in no way proactive. Much like reactive medicine. Building over the treasured aquifer should be a non-starter. Continuing to push toll roads should be a non-starter. Continued commitment to individual vehicle transportation should be a non-starter. I know everyone rakes in the money when these projects happen. But cash grabs like that don't really distinguish you from people like Donald Trump. Never really caring about the issues of the masses, or if you do, you are too cowardly to push for the real solution. You think New York City regrets building the subway system? They just had leaders with more long-term vision, & the backbone to fight for it. |

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| **4/21/2026** | Ben Pineda | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ben Prager | No! No! No Expansion of Mopac South: No!<br><br>$825,000,00 Dollars to Build? No!<br><br>All for saving a few minutes on a commute in 2040? No!<br><br>5 years of Disruption and traffic nightmares? No!<br><br>Disrupting our neighborhoods, access to our Violet Crown Trail and all the other negative impacts of losing trees, louder traffic? No!<br><br>The buildout of North Mopac was a perpetually late nightmarish affair and why would anybody want to do that again for such a huge amount of money with not much improvement?<br><br>NO TO THE EXPANSION OF SOUTH MOPAC!!<br><br>Ben P. |

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| **4/4/2026** | Ben Rusczek | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Ben Rusczek |
| **5/3/2026** | Ben Suddaby | These funds are better served building and improving mass transit. |
| **4/6/2026** | Ben Tillman | Building additional lanes onto Mopac, specifically through the Edwards Aquifer seems like the opposite of being environmentally friendly. Its going to add more cars onto the road, and potentially damage an ecosystem that we cannot just rebuild or move. The real solution here would be to find alternative ways for people to not have to use their cars to reduce the number of cars on the road. |

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| **4/20/2026** | Ben Wu | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Benjamin | I am writing to express my strong opposition to the proposed expansion of MoPac South. Adding more lanes is a short-sighted approach that will only result in increased traffic, pollution, and noise, while permanently impacting over 110 acres of our environment.<br><br>I believe the $825 million budgeted for this project would be far better utilized by investing in regional rail and a world-class bicycling and pedestrian network.<br><br>Furthermore, given the significant environmental and community impacts of adding 6–8 lanes in certain sections, I request that a full Environmental Impact Statement (EIS) be conducted. An abbreviated Environmental Assessment is insufficient for a project of this scale and cost.<br><br>As someone who values safe, multi-modal transportation and sustainable urban design, I urge the CTRMA to move away from highway-centric planning and toward a more positive, transit-oriented future for our region.<br><br>Sincerely,<br><br>Benjamin |

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| **5/3/2026** | Benjamin Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Benjamin Cross | I am against this expansion of the Mopac Highway. The environmental cost greatly exceed any expected benefit of this expansion. This money should be spent on transit and bike lanes and ways to keep people out of cars. |
| **3/19/2026** | Benjamin Glass | I'm writing to oppose the expansion of South MoPac. Expanding highways is a no-win game, as induced demand causes traffic to be just as bad as before (if not worse). It increases pollution and emissions, and would be counter to our long-term environmental goals. Instead, we should invest this money in multi-modal transport improvements: better transit, including trains; continuous walking and biking paths along MoPac; and converting existing lanes into transit-focused lanes to improve bus times. Austin can be a city which chooses to prioritize non-automobile traffic, improving the lived environment for everyone. |
| **3/19/2026** | Benjamin Kern | I am reaching out against expanding MoPac. This region of Austin overlies several watersheds and recharge zones of the Edward's Aquifer and the construction process is sure to present contamination risks. Additionally, the privatization of a currently public section of road will surely not benefit actual Austin residents besides imposing additional cost of living taxes for utilizing services that should be free to the public. |
| **5/3/2026** | Benjamin leu | Expanding Mopac South will not fix traffic congestion. Please prioritize the LIGHTRAIL that is talked about. Pedestrians need more options, and the city needs more revenue besides property taxes. Public Transit solve multiple issues here, and it reduces congestion. |
| **5/3/2026** | Benjamin Norman | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thanks Benjamin Norman |

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| **4/22/2026** | Benjamin R Wengert | The infrastructure of a city should primarily serve the people that live there. Not the suburbs. This will do nothing but create an ugly stain on our city. Please focus on public transit that can help everyone. |
| **4/3/2026** | Benjamin Ramirez | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Benjamin Ramirez |
| **5/3/2026** | Benjamin Reeves | Stop building roads. Build rail lines and dont do it over environmentally sensitive areas |
| **3/22/2026** | Benjamin Romero | Do not add more lanes to mopac. Adding more lanes is not in the interest of many Austinites. Cite a study where more lanes helped with traffic congestion. While you're at it, get rid of tolls. We pay for roads already through tax dollars. Stop being greedy and stop pushing private vehicle dependency. Get useful jobs that focus on environmentally friendly travel/transit. |

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| **4/27/2026** | Benjamin Romero | As a fourth generation Austinite, Austin High graduate and lover of our outdoor spaces- I feel very strongly about this project. I demand the MoPac South project conduct a full Environmental Impact Statement. The current Environmental Assessment finding of “No Significant Impact” is dishonest. I support multi-modal regional planning, investment in public transit, and better walking and biking infrastructure in Austin. I support protecting what makes Austin unique: our water, wildlife, and citizens. |
| **3/20/2026** | Benjamin Russell | Please don't expand MoPac South. It will make congestion and pollution worse in Greater Austin. |
| **5/3/2026** | Benjamin Webster | Hello, everybody. My name is Benjamin Webster. I'm a resident here in Austin, Texas, andI just want to voice my very severe concerns about the expansion of South MoPAC projects.I think it's really critically important to do far deeper research and study to understandthe impact of this and honestly just revisit the foundations that drive a decision forurban sprawl that has such a potential negative impact for very delicateecosystems and endangered wildlife and trees that have lived here for centurieslonger than anybody else and any Texan or otherwise who might happen to livehere. I think it's really important that we understand our motivations about whatwe want to do to make Austin great and continue to enjoy this marvelous cityand I don't believe senseless urban sprawl is the answer to that and I hopethat you find a way to step back into an examinationof the motivations that are behind this projectand find a way that really finds a balance with natureand the joy that this land brings,those of us lucky enough to call it home.Thank you so much. |
| **5/3/2026** | Benjamin Wyndham | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Benjamin Wyndham |
| **4/23/2026** | Benjamin Zamarron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | bennett hadley | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Bennett Hadley |
| **4/30/2026** | Bennett Miller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Beranger LeFranc | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Bergen Bible | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Beth Bierman | My comments relate to the fact that apparently you decided that sound barriers were not cost effective on the west side of Mopac between Mopac Circle and Liberty Park Drive. Seems like we've been forgotten or discounted. On some of your project maps, Liberty Park Drive is not even drawn in the map. I guess that means to you that me and the other owners that live in Liberty Park Condominiums at 1000 Liberty Park don't matter. Having the expansion so close to our homes, towering over our homes, will be devastating to those of us who live here. If we had as much pull and political connections as those who live in Allandale or Tarrytown or Bryker Woods--who all got sound barriers--then I guess we could get sound barriers too. But you've decided no. I would like to encourage you to revisit your decision. It affects not only the people who live in Liberty Park Condos but also people who live in the Waters at Barton Creek Apartments. We are equally deserving of having sound barriers to blunt as much as possible the enormous increase in road noise that will come our way with this expansion. |

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| **4/23/2026** | Beth Brooks | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Beth Brooks |
| **5/3/2026** | Beth Brooks | I oppose any project that can damage the barton springs area and it's springs. I oppose this plan. |
| **5/3/2026** | Beth Brooks | I oppose this project |

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| **4/23/2026** | Beth Brooks | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Beth Brooks |

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| **5/3/2026** | Beth Brull | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Beth Brull |

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| **4/4/2026** | Beth Chrisman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Beth Chrisman |

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| **4/22/2026** | Beth Donnelly | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Beth Donnelly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Beth Parasmo | Please do not expand Mopac. That will destroy native populations and waterways that keep this city thriving. We need MORE nature; not less. Take down a highway and put in another park, but not the other way around. Our city is beautiful and healthy because of the trees, water, and nature. It is NOT because it had massive highways. Save the humans living here and the animal species that need the greenspace to survive. |

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| **5/3/2026** | Beth Vetrano | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Beth Vetrano |

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| **5/3/2026** | Bethani Ragland | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Bethani Ragland |
| **5/3/2026** | Bethany Andree | I am AGAINST this project! We not need a MoPac expansion. I demand a full Environmental Impact Statement (EIS) and real alternatives that avoid irreversible damage to our water, wildlife, and public health. |

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| **4/23/2026** | Bethany Wood | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/6/2026** | Betsy Greenberg | Dear CTRMA Board Members,<br><br>Without a FULL Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. |

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| | | Sincerely,<br><br>Betsy Greenberg |

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| **4/21/2026** | bianca cardenas | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>bianca cardenas |

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| **4/21/2026** | bianca cardenas | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>bianca cardenas |

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| **4/17/2026** | Bill Bunch | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Bill Bunch |

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| **3/24/2026** | Bill Bunch | 1. Fix the merger of 3 lanes to 2 at William Cannon first.<br>2. Tell the truth about the project- it now goes to Enfield, it would expand MoPac over Lady Bird Lake to 14 lanes, it would pollute Barton Springs, the Col I Barton Creek, and the Aquifer. There is NO plan to prevent this pollution. |
| **4/17/2026** | Bill Bunch | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Bill Bunch |
| **4/17/2026** | Bill Bunch | I will send more comments later, but for now I am appalled and dumbfounded by the lack of basic integrity throughout the process, including the idea that the project will only have "insignificant" impacts and that public comments are somehow private "confidential" information of the CTRMA. Up is down; black is white; public comments are private comments. Shameful. |

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| **5/3/2026** | Bill Bunch | Dear CTRMA,<br><br>Please include in my public comment the linked short videos show, both in car and by drone adjacent to Mopac just north of William Cannon. The narration and video shows the existing and unnecessary bottleneck on the south bound Mopac lanes, at just after 5 pm (rush hour) on Thursday of this week.<br><br>The roadway, as every commuter who drives this part of Mopac knows, pinches down unnecessarily to 2 lanes, creating a bottleneck just north of the pinching down. While the slow down is shown to be only for a minute, and less than two minutes, it is still unnecessary. CTRMA should address the poor design of Mopac in this area, using the existing pavement more effectively, and addressing the "weaving" challenges resulting from the crossing on and off ramps. Simple and affordable fixes like this -- and like the one that CTRMA completed at Barton Skyway, along with painting rush hour only HOV lanes in the center lanes, and similar affordable measurable projects should be undertaken first, before pursuing the proposed project.<br><br>The numbers on the car screen show the exact time and the miles per hour (larger numbers) and the screen and windshield shots show the exact location of the video on Mopac.<br><br>Thank you for your consideration,<br><br>Bill Bunch |

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| **5/3/2026** | Bill Bunch | Please accept the following comments as supplementing previous personal comments and comments submitted by Save Our Springs Alliance, the Better Mopac Coalition, member groups and individuals, and consulting experts.<br><br>The draft EA is fundamentally misleading to the public, failing to even describe the project proposed. The title page says the project extends from Cesar Chavez to Slaughter Lane. Only digging into the schematics, which are very hard to read, is it shown that the project actually extends several blocks north of Cesar Chavez to Enfield Road and a significant distance south of Slaughter Lane.<br><br>Thile the existing facility and its range of lane counts is described, no where in the project description does it say how many new lanes would be added to the existing facility in each section of the facility. The project only mentions managed lanes, but new auxiliary and non-tolled lanes would be added. Failing to provide this basic information, and showing the lanes and new lane counts clearly for each section of the 8.8 mile project length is an essential starting point; failing to provide this basic information several hampers and renders public input misguided because of it.<br><br>That the public has been fooled by the draft EA and press from CTRMA is consistently reflected by multi TV, print, radio, and other news describing the project, incorrectly, as "adding 2 toll lanes "or 2 managed lanes." Most public commenters and observers have no idea that the project actually proposed will add 6 to 8 new lanes, because the EA fails to describe the project.<br><br>The project description does say "MoPac currently has the following water quality treatment measures: sedimentation/filtration basins, vertical sand filters, and vegetative filter strips. In addition, MoPac contains several HMT structures."<br><br>And:<br><br>"Drainage would be a combination of closed storm sewers and open ditches with water quality ponds. There would be nine grade-separated interchanges, eight overpasses, two underpasses; and 39 ramps: 24 at-grade ramps and 15 elevated ramps. The proposed grade separations would be concrete I girder and steel girder bridges."<br><br>While making it clear, with these details, that the proposed project is a major project with a large number of elevated ramps, other ramps, interchanges and overpasses, it never says the most important and basic information: the number of lanes to |

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| | | be added (and also the amount of impervious cover to be added overall and in each subwatershed.)<br><br>The project description says temporary construction easements will be required and that "Barges on Lady Bird Lake will be used to support bridge construction over the Colorado River." However, the draft EA never says how long construction will take, either over all, or in each critical area of public use, especially over and adjacent to Lady Bird Lake, the Lady Bird Lake trail, Austin High, Zilker Park, and the Barton Creek Greenbelt. It never says how much of the lake will be occupied by the construction "barges" or for how long. Temporary easements could be for a few months or for seven or ten years or more, stretching the idea of "temporary" and certainly of "insignificant" impacts from construction phase activities beyond the recognized use of these words. The EA asserts that impacts to the use of the trail, visual and other impacts, would be "short term" but this vague term is never defined. Three to seven years of impacts is not "short term"; for those who enjoy the Lady Bird Lake trail, drive on Mopac, attend or work at Austin High, daily or near daily, 5 or 7 days a week, a few years of Impact is anything but "short term." It is long term. The trail is heavily used every single day by, at minimum, hundreds of people and usually thousands.<br><br>The project description states that " Any HMT structures disturbed by the proposed improvements would be replaced and may be combined with other water quality facilities." The draft EA does not explain that water quality and HMT controls will be removed and either not replaced or replaced by less effective pollution controls, such that water pollution and the threat of hazardous waste spills will increase on the existing facility and on the new, undescribed lanes proposed. As explained by Dr. Ross, some areas will not have runoff treated at all; presumably these same areas will have no HMTs either.<br><br>Noise, construction activities, and air pollution, during construction and post construction will effectuate a physical taking in some areas and a constructive taking in others. The taking with noise, and pavement, and air pollution of public park and recreation land and water below and immediately adjacent to the proposed project will be severe and cannot be taken at all because "reasonable and prudent alternatives" exist to improve traffic flow without such takings. These takings will be particularly severe at Lady Bird Lake, the LBL bike and pedestrian bridge and trail, the Austin Nature and Science Center, the Zilker Botanical Garden, the Barton Creek Greenbelt, and Austin High School, esp. its tennis courts and northwest corner. The draft EA and supporting documents mischaracterize and downplay these takings without factual support.<br><br>The Nature's Way Preschool, within the Austin Nature and Science Center, sits immediately adjacent to Mopac. The noise, air and visual pollution is already significant. With pavement expanded westward by 2 to 3 lanes plus shoulders at this location, and increased traffic, it's hard to imagine the entire preschool not being taken by the proposed project. Thus, the draft EA claim that the proposed project will not "displace" any business is not correct.<br><br>Please see, and recognize as incorporated herein, the two attached photos of the Austin Nature and Center entryway, including its metal sculpted art-in-public places entryway, that will be paved over, or directly abutting pavement, if the |

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| | | proposed project is built. This will be a significant taking of this park/preserve land, both during construction and post construction. The Preschool is located immediately south of the entry location shown, with its playground within feet of the existing Mopac right of way and at roughly the same grade such that both noise and visual pollution are substantial already.<br><br>Nature and Science center entryway art.jpeg<br><https://drive.google.com/file/d/1bB1JKsE3B3NdiWLsoyEIIz5ZzUJCfEZU/view?usp=drive_web><br><br>The proposed 15 elevated ramps are not clearly described or located. Without these details, its impossible to comment on the bald assertions that visual and other impacts from these ramps will only be "temporary" and during construction. Again, failure to accurately describe the project in the draft EA violates basic precepts of NEPA and prevents the public from understanding and effectively commenting on the proposed project.<br><br>The assertion of "no adverse effects" on historic and park properties is wholly unsupported; the asserted conclusions are false. Since feasible and prudent alternatives to the proposed project exist, based on current information, the project must be altered to comply with federal law protecting park, preserve, recreational, and historic properties.<br><br>The one page discussion of construction phase impacts is conclusory, with no analysis, and no support in reality of any kind. Indeed, the basic approach is to minimize and fail to accurately describe construction phase impacts. It's as if the project just falls from the sky and lands wholly formed. Any impacts are brushed off as "temporary" and 'short term," failing to acknowledge that such a massive project with massive bridge expansions over Lady Bird Lake and the Barton Creek Greenbelt, within tightly confined right of ways, will take many but untold years of construction. The construction period will be several to many years -- but no estimate is given. This section asserts "no substantial effect on traffic flow on the existing roadways" and no "lane closures" are anticipated. There is literally zero analysis to support these bald assertions. This is beyond belief and wholly unsupported. The lived experiences, on the adjacent Oak Hill Project, on the nearby I35 project, and countless others, the mountains of data now available (and shown by traffic rreporters on TV each morning and afternoon, show us traffic delays in color (red and yellow) in active construction zones. This includes where there are lane closures but also where lanes are not closed, but rather rerouted, reduced in size, and heavily signed to require slower speeds in order to protect workers and prevent accidents.<br><br>A simple inquiry of Claude shows that construction phase travel delays, especially in a confined urban space, are substantial to severe, rarely carefully considered, and also rarely compared in an honest way to the post construction projected benefits of "travel time savings." Those travel time savings are speculative, while travel delays are real and |

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| | | subsantial and not, as claimed. As summarized by Claude:<br><br>what does the technical and general literature tell us about cumulative travel time delays accrued during the construction phase of a large highway project in an urban setting and how that compares to the estimated travel time savings post construction for the project?<br><br>Apr 20<br><br>Claude responded: This is a rich topic that sits at the intersection of transportation engineering, urban economics, and project evaluation.<br><br>This is a rich topic that sits at the intersection of transportation engineering, urban economics, and project evaluation. Here's what the technical and general literature tells us:<br><br>_____<br><br>The Core Problem: Construction Disbenefits Are Routinely Underweighted<br><br>A consistent finding across the literature is that transportation planning and benefit-cost analyses tend to carefully model post-construction travel time savings but treat construction-phase delays as secondary or short-term nuisances. In reality, cumulative construction delays in urban highway projects can be substantial — sometimes rivaling or exceeding projected long-term benefits when properly discounted. |

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| | | _____<br><br>What We Know About Construction-Phase Delays<br><br>Magnitude and duration: Large urban highway projects routinely take 5–15 years from groundbreaking to full opening, and some (like Boston's Big Dig or various urban freeway reconstructions) stretch longer. During that window, lane closures, detours, reduced capacity, and work zone bottlenecks impose daily delay costs on thousands of commuters. Studies using traffic simulation and before/after travel time data have found that work zone delays on major urban corridors can add 10–40% to typical travel times during peak hours, sometimes more on heavily constrained urban segments.<br><br>Spatial spillover: The literature — particularly work coming out of FHWA's work zone research program and academic traffic engineering — documents that construction delays don't stay on the affected corridor. They spill onto parallel arterials, surface streets, and intersecting highways, often degrading network-wide performance in ways that simple corridor-level analysis misses.<br><br>Compounding effects: Urban highway construction rarely proceeds continuously. Phased construction, weather delays, utility conflicts, and contractor issues mean that disruption is often intermittent and unpredictable, which research suggests imposes additional costs beyond just the average delay — unreliability itself has measurable economic value to travelers and freight shippers.<br><br>Freight and economic ripple effects: Beyond personal travel time, studies have documented measurable effects on freight delivery times, business access, and even commercial real estate values near prolonged construction zones. The economic geography literature has looked at sales tax revenue and business turnover near major urban construction corridors and found non-trivial negative impacts during construction phases.<br><br>_____<br><br>How Construction Delays Compare to Post-Construction Benefits |

This is where the literature gets genuinely interesting and somewhat uncomfortable for traditional project justification:

Discounting matters enormously: Post-construction benefits in a standard benefit-cost analysis are typically projected over a 20–50 year horizon, which sounds impressive in nominal terms. But when properly discounted to present value — especially at the 7% discount rate the U.S. Office of Management and Budget has historically used — benefits that accrue 20–30 years out shrink considerably. Construction-phase costs, by contrast, occur near the present and are barely discounted at all. Several academic critiques of large highway BCAs (including work by researchers like David Levinson and others in the transport economics space) have argued this asymmetry is systematically underappreciated.

The "payback period" problem: Some analyses framing highway projects in terms of how long post-construction operation is required before cumulative benefits offset cumulative costs (including construction-phase delays) have found payback periods of 10–25 years for heavily disrupted urban projects — meaning a project with a 30-year benefit horizon might only be "net positive" in its final decade or so of the analysis window.

Induced demand complicates the savings: A robust body of literature — Duranton and Turner's work on the "fundamental law of road congestion" being the most cited — finds that new or expanded highway capacity in urban areas generates new vehicle trips (induced demand) that erode projected travel time savings, often substantially within 5–10 years of project completion. This means the post-construction benefit stream in the denominator of the comparison is often overstated to begin with, making the construction-delay cost look even more significant in relative terms.

Project cost overruns extend the disruption window: Bent Flyvbjerg's extensive cross-national research on megaproject performance found that large infrastructure projects — highways included — experience average cost overruns of 20–45% and schedule delays that extend construction timelines significantly. Each additional year of construction is an additional year of cumulative delay costs that was never counted in the original project justification.

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What the Literature Recommends (and What Often Gets Ignored)

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| | | The technical literature generally recommends:<br><br>* Explicitly modeling and monetizing work zone delay as a project cost in BCAs, not just a mitigation footnote<br><br>* Using traffic management plans with quantified performance targets during construction<br><br>* Accelerated construction techniques (design-build, incentive/disincentive contracting, night/weekend work) specifically to limit the cumulative delay window<br><br>* Network-level traffic modeling rather than corridor-only analysis to capture spillover effects<br><br>In practice, however, environmental impact statements and BCAs for large projects still frequently treat construction-phase user costs qualitatively or with minimal quantification, while projecting post-construction benefits with considerable precision and optimism.<br><br>_____<br><br>Bottom Line<br><br>The honest summary from the literature is that for large urban highway projects, cumulative construction-phase travel time costs are meaningfully large, often poorly quantified in project justifications, and when properly accounted for alongside induced demand effects and realistic benefit discounting, the net travel time benefit case for many such projects is considerably weaker than headline benefit-cost ratios suggest. This doesn't mean projects are never justified — but the gap between how rigorously costs and benefits are treated in practice is a recurring theme in both the technical transportation engineering literature and broader infrastructure policy scholarship.<br><br>Would you like me to dig into any particular aspect of this — specific studies, a particular project as a case study, or the methodological debates around BCA practice? |

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| | | You said: please give me citations to a few key studies and, if possible, a case or two where a major bridge expansion was required within tight right of ways<br><br>please give me citations to a few key studies and, if possible, a case or two where a major bridge expansion was required within tight right of ways<br><br>Apr 20<br><br>Claude responded: Great request — let me search for specific citations rather than rely on my training data alone, since some of these details need verification.<br><br>Great request — let me search for specific citations rather than rely on my training data alone, since some of these details need verification.<br><br>Here is a consolidated set of verified key citations and the two bridge case studies you asked about:<br><br>_____ |

Key Literature Citations

1. Induced Demand / Post-Construction Benefits Erosion

Duranton, G., & Turner, M.A. (2011). "The Fundamental Law of Road Congestion: Evidence from US Cities." American Economic Review, 101(6), 2616–2652.

This is the foundational empirical study on induced demand. It found that vehicle-kilometers traveled increases proportionately to roadway lane-kilometers for interstate highways, with sources including increased driving by current residents, more commercial traffic, and migration. The authors concluded that increased provision of roads or public transit is unlikely to relieve congestion. It is the most-cited academic work on why post-construction travel time savings tend to erode. American Economic Association <https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616>

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2. Megaproject Cost Overruns and Schedule Delays

Flyvbjerg, B., Holm, M.K.S., & Buhl, S.L. (2003). "How Common and How Large Are Cost Overruns in Transport Infrastructure Projects?" Transport Reviews, 23(1), 71–88.

This was the first statistically significant study of cost performance in transport infrastructure projects, using a sample of 258 projects in 20 nations worth approximately US$90 billion. Taylor & Francis Online <https://www.tandfonline.com/doi/abs/10.1080/01441640309904>

Flyvbjerg, B. (2014). "What You Should Know About Megaprojects and Why: An Overview." Project Management Journal, 45(2), 6–19.

This overview article synthesizes the evidence that megaprojects follow what Flyvbjerg calls the "iron law": over budget, over time, over and over — with weak front-end planning and poor downstream management cited as primary causes. Underestimating costs and overestimating benefits lead to a falsely high benefit-cost ratio, potentially causing economically non-viable projects to proceed. Project Management Institute <https://www.pmi.org/-/media/pmi/documents/public/pdf/research/research-summaries/flyvbjerg_megaprojects.pdf>

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3. Work Zone Road User Costs

FHWA (2012). Work Zone Road User Costs — Concepts and Applications. FHWA-HOP-12-005. U.S. Department of Transportation, Federal Highway Administration.

This is FHWA's primary technical guidance document on quantifying and incorporating work zone delay costs into transportation decision-making. It covers travel delay, vehicle operating costs, and benefit-cost decisions relating to capital investment and system preservation. This is the standard reference practitioners are supposed to use — and frequently don't apply rigorously. Office of Operations <https://ops.fhwa.dot.gov/wz/resources/publications/fhwahop12005/fhwahop12005.pdf>

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4. Construction-Phase Travel Time Performance

A peer-reviewed study worth knowing: Singh, et al. (2021). "Comparing Travel Time Performance-Based Measures to Assess the Effect of a Freeway Road Construction Project on Freeway and Connecting Arterial Street Links." Transportation Letters, 13(9).

This study documented that construction projects and related activity influence capacity, flow rate, queue lengths, and

travel time and hence travel time reliability, and noted that the majority of past research efforts related to construction work zones were focused on examining capacity reduction, queue propagation and dissipation, and flow rate — leaving travel time reliability effects underexamined. Taylor & Francis Online <https://www.tandfonline.com/doi/full/10.1080/21650020.2021.1942186>

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Bridge Case Studies in Constrained Urban Settings

Case 1: Governor Mario M. Cuomo Bridge (Tappan Zee Replacement), New York (2013–2018)

This is one of the best-documented U.S. examples. The original Tappan Zee was a cantilever bridge carrying the concurrency of I-87 and I-287 across the Hudson River, with seven lanes of traffic including a reversible center lane. Even with that configuration, traffic was frequently very slow. The right-of-way constraint was severe: the new bridge was built just a few yards to the north of the existing bridge, connecting to the existing highway approaches of the New York State Thruway on both river banks — meaning traffic had to keep flowing on the old structure while the new one was built essentially alongside it. Wikipedia <https://en.wikipedia.org/wiki/Tappan_Zee_Bridge_(1955%E2%80%932017)> Wikipedia <https://en.wikipedia.org/wiki/Tappan_Zee_Bridge_(2017%E2%80%93present)>

The original Tappan Zee carried 2,162 cars daily when it opened, growing to 18,000 the following year, then 112,000 by 1990 and 144,000 by 2010 — well over its 100,000-vehicle capacity. Construction ran 2013–2018. The project used a design-build delivery specifically to compress the construction window and limit cumulative user delay costs. Delivered as a $4 billion design-build project, the new crossing features signature cable-stayed main spans and was designed for a 100-year service life. Manhattan Institute <https://manhattan.institute/article/lessons-from-the-tappan-zee-bridge-procurement> Construction Management Association of America <https://www.cmaanet.org/sites/default/files/2020-07/0712_T~1.PDF>

Case 2: Gerald Desmond Bridge Replacement / Long Beach International Gateway, California (2013–2020)

This is a particularly instructive case because the right-of-way constraint was handled through an explicit parallel-construction strategy. The new cable-stayed bridge was built 140 feet from and in replacement of the old through-arch bridge built in the 1960s, to accommodate today's larger cargo ships and the dramatic increase in trucking traffic with the

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| | | growth of the Port of Long Beach. WSP <https://www.wsp.com/en-us/projects/gerald-desmond-bridge-replacement-project><br><br>The 1968 bridge carried 62,000 vehicles daily in 2012 and was not designed for that volume — added stress was causing pieces of concrete to fall from the bridge's underside, forcing the Port to install nylon mesh "diapers" to catch the chunks. The bridge also lacked emergency/breakdown lanes, meaning accidents would shut down multiple lanes and severely snarl traffic. Wikipedia <https://en.wikipedia.org/wiki/Gerald_Desmond_Bridge><br><br>The project's construction packages were split into two parts to expedite work, and a full Transportation Management Plan was required. The new bridge included safety lanes specifically to reduce delays caused by vehicle breakdowns. Total project cost was approximately $1.47 billion, with construction running roughly 7 years — during which the old, deteriorating bridge had to remain in service. Port officials estimated that 10–15% of all waterborne cargo in the United States passed under the Desmond Bridge, making freight delay costs during construction significant at a national scale, not just locally. Mark Thomas <https://www.markthomas.com/projects/gerald-desmond-bridge-replacement/> Wikipedia <https://en.wikipedia.org/wiki/Gerald_Desmond_Bridge><br><br>_____<br><br>A Note on What the Cases Illustrate<br><br>Both projects demonstrate the standard mitigation strategy for tight right-of-way bridge replacement: build the new structure immediately adjacent to or slightly offset from the old one, keep the old bridge in service throughout construction, then demolish it only after full traffic transition. This avoids the worst construction-phase delay scenarios but creates its own complications — working in an extremely confined space, managing traffic on a degraded adjacent structure, and coordinating demolition in a live corridor. Neither project has a published study that rigorously compares cumulative construction-phase user delay costs against discounted post-construction benefits, which itself reflects the gap in the literature noted in the previous discussion.<br><br>Most noteworthy in this summary is the reference to the key FHWA guidance document: |

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| | | FHWA (2012). Work Zone Road User Costs — Concepts and Applications. FHWA-HOP-12-005. U.S. Department of Transportation, Federal Highway Administration.<br><br>This is FHWA's primary technical guidance document on quantifying and incorporating work zone delay costs into transportation decision-making. It covers travel delay, vehicle operating costs, and benefit-cost decisions relating to capital investment and system preservation. This is the standard reference practitioners are supposed to use — and frequently don't apply rigorously.<br><br>This key FHWA reference is wholly ignored; the asserted conclusions directly conflict with the FHWA guidance. This document is attached to a subsequent email and fully incorporated into my public comments.<br><br>Finally, for community impacts and water quality issues, I attach and incorporate herein in full, PROTECTING THE EDWARDS AQUIFER; A SCIENTIFIC CONSENSUS, signed by dozens of local water scientists from the University of Texas, the private sector, and local, state, and federal agencies in 1997. The draft EA, and the proposed project itself, directly contradict the overwhelming scientific consensus as well as the community's overwhelming demands to minimize paving and public investment in development-supporting and development inducing infrastructure.<br><br>The CTRMA should, instead, invest in much smaller scale improvements and Transportation Demand Management Strategies that will actually improve traffic flow on Mopac, rather than make it worse (and worse on north Mopac and east/west connectors) and that will avoid years of construction phase congestion and hardships for adjacent public and private lands and the people to enjoy them. |

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| | | Thank you for your consideration.<br><br>Bill Bunch<br><br>--<br><br><<Attachments>> |

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| **5/3/2026** | Bill Bunch | Please add and include in my testimony the attached FHWA guidance document on evaluating construction phase costs, esp. construction phase traffic slow downs and related traffic costs.<br><br>--<br><br>Bill Bunch, Executive Director<br><br><<Attachments>> |
| **5/3/2026** | Bill Bunch | I just want to thank you for moving forward with the Mopac south expansion project. This has been a fundraising boon to the membership of Save Our Springs Alliance by allowing me to fearmonger with the general public about all kinds of specious, unfounded, and exaggerated concerns, and as a result, our membership is up and my generous compensation as an executive director is being funded. Thank you, thank you and thank you! PS. Bobby Levinski also wants to thank you for helping fund our organization as we find yet another reason to scream “no“ to anything changing Austin, even as we failed to come up with any positive vision or solutions for our changing city. |

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| **4/23/2026** | Bill Eubanks | Dear CTRMA Officials,<br><br>I respectfully submit the attached comments on behalf of the Travis County Commissioners Court, in response to the March 9, 2026 Draft Environmental Assessment for the MoPac South Project. In addition to these comments, there are three attachments. Please confirm receipt of these four documents and that they will be included in the Project's formal administrative record.<br><br>Sincerely,<br><br>Bill<br><br>--<br><br>Bill Eubanks<br><br><<Attachment>> |
| **4/20/2026** | Bill Holt | Just no. A freeway over the Barton Springs recharge zone should be a non-starter. But a toll?! A road that's not freely accessible by the general public, absolutely not. |
| **4/22/2026** | Bill Killay | Your hgihway will not alleviate traffic it will create traffic. STOP. The only way to get out of this mess is to just let people sit there, in traffic, for hours. Then and only then will people stop moving out to Buda, or Dripping or Johnson City. Just stop building traffic created highways. |

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| **4/20/2026** | Bill King | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Bill Meacham | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Bill Meacham |
| **5/1/2026** | Bill Oliver | Here's a message from Bill Oliver and the Otter Space Band. Here's an Earth Day message for CTRMA, Barton Springs Eternal. Your EIS is MIA at Barton Springs Eternal. It's not enough just to respect her. You and I have to protect her. You have to stop this double-decker, Barton Springs Eternal. Thank you. |

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| **4/21/2026** | Bill Truitt | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Bill Truitt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Bill Woods | Dear CTRMA Board Members,<br><br>I am asking you to oppose the future expansion of MoPac South.<br><br>Since I live on [Redacted Personal Information] which adjoins MoPac to the immediate West of us, I--and all the neighbors who live on Funston St and adjacent streets from W29th to W35th, are threatened by this proposed expansion.<br><br>It doesn't take much to realize that with the current expansion at Hwy183 and the proposed expansion South that they will turn their eyes to the "bottleneck" they've created in the middle!! Previously TxDOT has suggested building double-decker lanes along this stretch of MoPac and I suspect they will propose such again....thus destroying our neighborhood as well as property values.<br><br>I have been involved with the MoPac freeway for almost 40 years, first as a member of MONAC (MoPac Neighborhood Associations Council), in Bryker Woods Neighborhood Association, and personally.<br><br>Many years ago MONAC suggested that MoPac be sunk below grade, which TxDOT just refused to do, thus creating their own problem.<br><br>Many examples exist of the "If you build it, they will come," does NOT solve the problem of congestion.<br><br>Please oppose this expansion.<br><br>Bill Woods<br><br>For the love of water in Central Texas,<br><br>Bill Woods |

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| **5/2/2026** | Billy | * I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>* I want a full Environmental Impact Statement(EIS), not an abbreviated Environmental Assessment (EA).<br><br>* I regularly hike the greenbelts and parks that would be negatively affected by this unnecessary expansion. I do not support bringing more cars/traffic into these sensitive areas.<br><br>William Weaver<br><br>78704 |
| **5/3/2026** | Billy Adams. | My name is Billy Adams. I'm calling because I am very opposed to the extension of MOPAC.No matter how much the city grows, we still have to have some values and take care of what's important.I'm a master naturalist and an active member for 20 years from the Native Plant Society of Texas.I care very much about the environment, just like I care about people.but Austin can do better.Public transportation can be improved.Thank you. |
| **5/3/2026** | Bladen Day | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/13/2026** | Blaine Christopher | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>STOP BUILDING IN SENSTIVE HABITATS. THIS IS WHAT MAKES THIS AREA SPECIAL NOT LANES OF TRAFFIC. PERHAPS BUILD A WORKING PUBLIC TRANSIT SYSTEM.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, |

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| | | runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Blaine Christopher |

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| **5/3/2026** | Blair Renner | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Blair Renner |
| **4/29/2026** | Blair Walker | I am a resident and live in a neighborhood right by Barton Springs nad have serious concerns about environmental impact, the horrific traffic this is going to cause and th lack of apparent benefit to turn of travel across the city once it’s done. It doesn’t look like it will be all that beneficial, but it’s goin to be horrifically detrimental to the local residents, to traffics d to at least 4 federally endangered species. The city/county MUST do a full Envionmentsl impact survey. It’s ridiculous it hasn’t already been done given how many years this has been discussed. And hoping that reason prevails an if it looks like it’s not worth the horrific disruption to this side of the city that the idea be scrapped! |
| **4/21/2026** | Blaise Darbyshire | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Blake | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **4/6/2026** | Blake Adams | Hello,<br><br>I am writing as a resident of Austin to oppose the Mopac southbound expansion project. I object to the widening project and believe that new lanes should be added from the existing road width by reusing space that is unused on the shoulders.<br><br>I am additionally in even greater opposition to the idea of new toll lanes. The northbound Mopac toll lanes are one of the most idiotic things in all of Austin's highway infrastructure and this new project is doubling down and only the Austin City Council would be stupid enough to go forward with it.<br><br>Thank you and hope you respect the voices of your constituents.<br><br>-Blake Adams, Austin Resident |
| **5/3/2026** | Blake Burris | Dear CTRMA Board Members, For the love of God, do you not hold anything sacred in your hearts? To make money off of someone else's extra 15 minutes in traffic two times a day, does this road even affect you? I travel it daily (happy to send in my toll account usage) and I would not trade my extra time in traffic for the harm to the environment this project will cause. we the people beg you to hold some sort of of compassion for the environment around you. As an Austinite, Zilker, Barton Springs, the river, are our nature and recreation in Austin. Once you start building this plan, you risk and will take away more joy to the majority of the population who rather have water and green space over a couple lanes of highway. This plan is not worth the affects that you will then be responsible for. Do what's right and stand up for the reasons that make Austin great. Do what's right and do what the majority of your family would tell you what to do. Do what's right and don't do the dirty work for the man on the other side of collecting a coin. This has nothing to do with "helping people by alleviating traffic" and has everything to do with greed. Do you want your legacy to hinge on extra coin for a business that does not truly value you? You are replaceable at your job - the environment you plan to destroy can never be replaced. Respectfully, Blake Burris |

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| **4/21/2026** | Blake Koningsor | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Blake Koningsor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Blake Midgley | We need a full environmental impact study. I do not want major irreparable damage done to my local environment. |

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| **5/3/2026** | Blake Reiter | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Blake Reiter |

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| **3/25/2026** | Blake Stowe | Video Review<br><br>WE NEED TO MAKE 3 GENERAL PURPOSE LANES ALL THE WAY TO 45 OR WE'RE IN FOR MORE TROUBLE IN 5 YEARS<br><br>WE NEED 3 GENERAL PURPOSE LANES NORTH AND SOUTH OVER 290!!!!!  DO NOT SQUEEZE IT DOWN TO 2<br><br>EAST TO WEST U-TURN BRIDGE FOR 290 AT MOPAC<br><br>WEST TO EAST U-TURN BRIDGE FOR 290 AT MOPAC<br><br>WHERE IS THE SOUTHBOUND WILLIAM CANNON EXIT??<br><br>NORTH TO SOUTH U-TURN BRIDGE AT 360<br><br>NORTH TO SOUTH U-TURN BRIDGE AT BARTON SKYWAY<br><br>YOU NEED 3 GENERAL PURPOSES LANES SOUTH OVER THE LAKE<br><br>HOV LANES BEFORE TOLL LANES<br><br>SOUND WALLS SOUTH OF WILLIAM CANNON<br><br>SOUTHBOUND DAVIS EXIT MAKE A LOOP SOUTH OF DAVIS SO EASTBOUND TRAFFIC DOESN'T HAVE TO CROSS DAVIS<br><br>SOUTHBOUND AT 71 - MOVE WILLIAM CANNON EXIT NORTH UNDER THE FLYOVER<br><br>Regarding South Mopace 360 exit - The best thing I ever saw ya'll do was go to home depot, buy some white paint, and re stripe the lanes.  Saved millions and was fixed overnight - Ya'll need to get creative, we have the space. We don't need band aids or pretty landscaping projects.<br><br>Sincerely,<br><br>Blake Stowe |

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| **3/25/2026** | Blake Stowe | Video Review YOU NEED TO MAKE 3 GENERAL PURPOSE LANES ALL THE WAY TO 45 OR YOU'RE IN FOR TROUBLE AGAIN - NAME OF THE GAME IS STAY AHEAD OF THE TROUBLE YOU NEED 3 GENERAL PURPOSE LANES NORTH AND SOUTH OVER 290!!!!! DO NOT SQUEEZE IT DOWN TO 2 EAST TO WEST U-TURN BRIDGE FOR 290 AT MOPAC WEST TO EAST U-TURN BRIDGE FOR 290 AT MOPAC WHERE IS THE SOUTHBOUND WILLIAM CANNON EXIT?? NORTH TO SOUTH U-TURN BRIDGE AT 360 NORTH TO SOUTH U-TURN BRIDGE AT BARTON SKYWAY YOU NEED 3 GENERAL PURPOSES LANES SOUTH OVER THE LAKE Regarding South Mopace 360 exit - The best thing I ever saw ya'll do was go to home depot, buy some white paint, and re stripe the lanes. Saved millions and was fixed overnight - Ya'll need to get creative, we have the space. We don't need band aids or pretty landscaping projects HOV lanes before Toll Lanes Sound Walls south of William Cannon Southbound Davis exit add a loop south of Davis so can merge with eastbound traffic Add turn arounds at Davis Going South at 71 Move William cannon exit north to exit under the 71 south fly over bridge Lane bollards at current William Cannon exit allow for 71 south fly over to merge onto mopac or exit to william cannon, Service road south can still get onto mopac south |

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| **4/28/2026** | Blake Tollett | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Blake Tollett |
| **5/2/2026** | Blanca M Ibarra | More lanes does NOT mean less traffic, in fact more lanes creates MORE traffic, study after study, it's been proves statistically adding burden to our environment and wasteful taxpayer spending I reject this lame expansion as a neighbor and concerned citizen of Austin |

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| **3/18/2026** | Blanca Sanchez-Navarro | Dear CTRMA Board Members,<br><br>I am writing to vehemently oppose the MoPac South expansion as proposed. It is crucial that you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. This expansion will permanently damage the delicate ecosystem of which we as humans are part! I really don't understand how incredibly short-sighted the board can be to even consider these plans!<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor |

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| | | would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully demand the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Blanca Sanchez-Navarro |

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| **4/4/2026** | Blanca Sanchez-Navarro | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Blanca Sanchez-Navarro |

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| **5/3/2026** | Bleu Daghlian | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Bleu Daghlian |

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| **4/20/2026** | Bob Atkins | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Bob Atkins |

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| **5/3/2026** | Bob Johnson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Bob Johnson |

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| **3/18/2026** | Bob Schmidt | Dear CTRMA Board Members,<br><br>I strongly oppose the MoPac South expansion as proposed. It will harm our community by hurting the land/creeks etc that help keep Barton Springs alive and healthy. Barton Springs is literally a priceless treasure that if hurt or lost, our children, grandchildren and great grand kids will never believe we let happen. It will be a forever stain and shame on the people who made it happen, hurt everyone in Austin and is not worth ANY potential risks from a highway expansion. Anything that even potentially threatens to degrade it should not be allowed. That is why I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>As anyone who has lived in Austin knows, Barton Springs and creek is a jewel that makes Austin special. It defines the character and spirit of our city. We are called to this city because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. |

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| | | These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Bob Schmidt |

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| **3/13/2026** | Bobbi Graves | Dear CTRMA Board Members,<br><br>Hello,<br><br>I moved to Austin in 1987 from the Dalas/Fort Worth area. I moved here for the natural beauty of this city, the sense of community, and the friendly feeling in town. I am against the proposed Mopac expansion. Barton Springs was the only way to cool down in the 100+ degree heat. Town Lake offered the trail and events such as fireworks and Aquafest for enjoying the River.<br><br>Development happened. But at least the salamanders are protected and Barton Springs is still swimmable. Swimming in the Springs, kayaking Barton Creek after a flood, walking the trail around the lake, or canoeing out from town lake are such unique and treasured experiences for Austinites. What a great place to live and raise your family!<br><br>The aquifer, the Springs, and the wildlife/endangered species must be protected from runoff and other damage from the Mopac project.<br><br>More highways do not solve traffic issues- it just allows for more traffic. The risk of permanent damage to the natural beauty of water and wildlife is just not worth it. Neither is the additional traffic congestion pollution.<br><br>CTRMA- Please protest the delicate central Austin environment near the proposed Mopac construction. Traffic needs can be addressed in an alternative manner while protecting the environment and wildlife.<br><br>It is important to me and my family and the future generation of Austinites. I moved here to enjoy what Austin has to offer. I could have stayed in the Dallas/For. Worth Metroplex if I wanted more highways and concrete blight on the landscape. That is not the Austin people know and love.<br><br>Keep Austin Beautiful.<br><br>Respectfully,<br><br>Bobbi Graves |

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| **5/3/2026** | Bobbie Davis | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Bobbie Davis |
| **5/2/2026** | Bobbie Melder | With regard to the CTRMA South Mopac Expansion project, I am insisting that a FULL environmental impact study be completed before proceeding with this project. I am a longtime Austin resident who fully understands the harm this project will do to the Edwards Aquifer which affects flows to Barton Creek and Lady Bird Lake. In light of our Stage 1 and Stage 2 droughts every year, it seems reckless to risk our water supplies at the same time while also harming endangered species, our parks, trails, creeks and worsening our air quality. Environmental protections have been central to our Austin community for decades. I feel that this is an irresponsible plan to only benefit CTRMA and will not benefit the citizens of Austin. Thank you!! |
| **5/2/2026** | Bobbie Melder | I believe that the South Mopac Extension project planned by CTRMA will not really help relieve traffic congestion but will only move the congestion north or further south of the project. This will cause more congestion in the long run after we have to endure 5-7 years of construction (and probably longer) and will disrupt traffic flow around Austin High School (where my two sons once attended) so I know how bad traffic can be around AHS. Even after completion of this unnecessary project, travelers will never be able to recoup all time lost during construction and traffic congestion will be generated in the same locations again as more lanes only encourages more driving. Please stop this ill-planned project! |
| **5/2/2026** | Bobbie Melder | I believe the CTRMA is planning to fund the South Mopac Expansion project with toll fees. Be advised that lots of folks cannot afford toll roads on a regular basis so therefore do not use them. I am a longtime resident and do NOT use tollroads unless I'm forced to for a specific location. Your proposed project is endangering my beloved home and environment and public health for a project that will not be profitable - ONLY harmful!! PLEASE STOP!! |
| **4/20/2026** | Bobby Daniel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Bobby Levinski | Resolution from Westcreek NA opposing Mopac South expansion.<br><br>Bobby Levinski<br>Senior Staff Attorney<br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | The attached letter, written by Governor Abbott, reflects the reason why Travis County is not currently in nonattainment for PM2.5. It's because he disagrees with the policy, not because the science supports his decision.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Please include these air quality studies as part of the record, for information about the significant impacts of highways on air quality.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | The attached comments were provided to us by attendees, and they requested that we scan and mail them to you. They were sent via snail mail, post-marked stamped before the deadline, and I am attaching them here as well. They are all true and correct copies of the comments received, without edit or screening.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is a schematic of the SH 45 extension, showing how real this project is. If traffic forecasts from SH 45 extension can be factored into the study for the "gap" project, they surely could be factored in this Environmental Assessment (or better yet, a full EIS).<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Atatchment>> |

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| **5/3/2026** | Bobby Levinski | Mopac Team,<br><br>In case it is easier to use, the attached is the final comment report with a link to all appendices linked via a google share folder. Might be easier than downloading them individually.<br><br>Appendices_BMC Comment on MoPac South Expansion.pdf <https://drive.google.com/file/d/1XOmzd3YcNOjnoZEriqF6FfNLQpmCT8Sz/view?usp=drive_web><br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Atatchment>> |

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| **5/3/2026** | Bobby Levinski | 8.0 Tree Impacts: Up to 70 Acres of Urban Canopy at Risk, Including Heritage Trees and Trees Important for Parkland<br><br>Attached to these comments is a deeply concerning report from Sydney Dwoskin, an ISA-Certified Arborist with five years of professional experience in the Austin area, in both tree care and development permitting. Her expert analysis reveals that as many as 70 acres of urban canopy are at risk of destruction from this project. This is a staggering loss that would strip away carbon sequestration, worsen the urban heat island effect, endanger protected species like the Golden-cheeked Warbler, accelerate stormwater runoff and flash flooding, and degrade the water quality feeding our aquifers and streams.<br><br>Ms. Dwoskin warns that this destruction could claim beloved heritage trees—specimens 24 inches in diameter and larger that carry significant ecological value and cultural significance to Austinites. It could also carve into the canopy of our most treasured public parklands, including the Barton Creek Greenbelt, Barton Creek Wilderness Park, Town Lake Metro Park, Deep Eddy Neighborhood Park, Gaines Greenbelt, Williamson Creek Greenbelt, Dick Nichols District Park, and Deer Park at Maple Run Reserve.<br><br>The public has been denied the information needed to evaluate these impacts. The files provided by CTRMA are purely conceptual, lacking the standard details or 3D modeling necessary to assess real-world consequences. Nor are there any tree surveys or tree preservation plans describing how surviving trees would be protected during construction. |

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| | | The Draft EA also contains no identifiable consideration of oak wilt, despite confirmed reports that oak wilt is already present throughout the entire proposed project area. Without careful professional handling, the mass removal of oaks this project demands could ignite a chain reaction—oak wilt can spread up to 75 feet per year—endangering Austin's oaks far beyond the project boundaries<br><br>Until CTRMA produces a detailed plan set, a full tree survey, a Tree Preservation Plan, and a credible oak wilt mitigation strategy, the true scope of harm to trees cannot be known, and this project should not move forward under a finding of no significant impact. A full EIS is required.<br><br>Attachment: Appendix 8.0 of BMC Comments, Report from Sydney Dwoskin, along with credentials.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance |

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| **5/3/2026** | Bobby Levinski | Attached is Part 2 of the BMC comments, with a report from Dr. Lauren Ross on water quality.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 10 of the BMC Comments, with appendix 7.0, the FHWA construction noise handbook that discusses the environmental harms of construction noise, including nighttime construction.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 9 of the BMC comments, with the board exhibits from Meeting #3 of the SH 45 Gap study project.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 8 of the BMC comments, which includes the remaining appendices from Section 5.0 of the comments on air quality, appendices 5.4 - 5.10.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 7, which includes appendix 5.3, a TxDOT study that assessed environmental health risks, cited by Dr. Zamurs. The document is too large to be sent via attachment without a link; but it is otherwise available here: https://www.txdot.gov/content/dam/project-sites/nhhip/docs/appendix-f-nhhip-community-impacts-assessment-2020.pdf and it is a publicly available document maintained by TxDOT.<br><br>5.3 Appx BMC Comment on Mopac South.pdf<br><https://drive.google.com/file/d/1dm4a6M4NP1cnUuKxCbYpi8DhkYontFK1/view?usp=drive_web><br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 5, which includes appendices 5.1 and 5.2.<br><br>5.1 is the State of the Air report by the American Lung Association, which shows Travis County with a failing grade for air quality.<br><br>5.2 is the draft emissions reduction plan from CAMPO, which has data that refutes much of the air quality assumptions in the MoPac Draft EA.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 5, which includes Appendix 5.0, a report from Dr. John Zamurs.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 4, which includes Appendix 3.0, a report from biologist Crystal Datri, and Appendix 3.1, a report from Dr. Nico Hauwert.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Attached is Part 2, which includes Appendices 1.0, 1.1, 1.2, and 1.3.<br><br>1.0 is a report from prepared by Norman Marshall, President Smart Mobility, Inc<br><br>1.1, 1.2, 1.3 are actions taken by governmental bodies requesting that the CTRMA proceed with a full EIS.<br><br>Bobby Levinski<br>Senior Staff Attorney<br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | Mopac Team,<br><br>Attached to this email are official comments from the Better MoPac Coalition, Part 1. To avoid issues with attachments, I am going to follow up this email with a series of the appendices that are referenced. Please reevaluate your proposed finding of no significant impact and proceed with an EIS.<br><br>Bobby Levinski<br><br>Senior Staff Attorney<br><br>Save Our Springs Alliance<br><br><<Attatchment>> |

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| **5/3/2026** | Bobby Levinski | This comment is made on behalf of myself, as an individual.<br><br>Proceeding with an expansion of MoPac South at the same time as I-35 makes zero sense; both major north-south routes in Central Austin should not be under construction at the same time. What makes more sense is to pause, proceed with a full EIS, and work with the Austin and Travis County communities on alternatives to the one that is being proposed. MoPac is a highway with some challenges - it needs some tweaks here and there - but wider won't work.<br><br>Also, we need to stop wasting so much money on 20th century highway expansions; they are dangerous and ultimately destroy our lives by being stuck constantly in traffic. CTRMA could be a governmental body that invests in some smarter mobility choices and truly relieve traffic by getting cars off the roads and getting people back home safely to spend time with their families. I certainly would rather than commenting on one of the biggest threats to the environment Austin has seen in the current generation.<br><br>Please, recognize the sensitivity of this area, recognize the destruction caused by major highway expansions, and reject the proposed FONSI. |

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| **4/23/2026** | Bobby Nall | Dear CTRMA Board Members,<br><br>I drive this section of Mopac every day, and I cannot support this expansion. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Bobby Nall |

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| **4/26/2026** | Bohdan Banducci | Hello CTRMA!<br>Please don't ruin the green space that makes Austin livable for me!!!<br>I support this message:<br>"I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration." |
| **5/3/2026** | Bonnie McManners | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Bonnie McManners |

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| **5/3/2026** | Brad | To Whom it Concerns at CTRMA:<br><br>Thank you for your time considering my comments in opposition to the proposed expansion of MoPac South. I own a local business called BIKEALOT, which is a neighborhood bicycle shop in South Austin dedicated to supporting our community's ability to enjoy our region's beautiful nature by bicycle, and providing sustainable transportation alternatives to cars. As an environmentalist who thinks globally, and acts locally, I'm a member of the Save Our Springs Alliance. I also take this proposal seriously and personally because my family's home gets our drinking water exclusively from the Edwards Aquifer, so I have a vested interest in protecting our Aquifer.<br><br>I understand that traffic jams have gotten bad on MoPac, and that is a problem in need of solutions. However, due to the well understood phenomenon of induced demand, more lanes inevitably lead to more traffic, a lesson Texas should have learned once and for all from the 20 lane Katy freeway debacle in Houston. Making that kind of mistake directly above the critical Edwards Aquifer Recharge Zone could spell catastrophe for a critical source of drinking water for Millions of Texans, which would be unforgivable since we citizens already understand the fragile nature of the Aquifer, and we know good and well that Texas lacks sufficient water resources for our current, never mind growing, population.<br><br>In addition to the serious threats to our Aquifer, the endangered species that live in our Aquifer and associated springs could be wiped out by this proposed expansion. It boggles my mind to try to understand why CTRMA wants to proceed without conducting a full Environmental Impact Study (EIS). Why don't you want to understand the full impacts of this proposed expansion? The Austin Blind Salamander lives nowhere else on Earth, and their external gills mean they would likely suffocate and die off if we clog their habitat with silt and from construction and increased pollution once the project is complete. Even though your plans optimistically say you will remove 100% of suspended solids from highway runoff water, that sheen of oil runoff cannot so easily be removed, and flooding could likely overwhelm the designed runoff treatment infrastructure during increasingly heavy rainfalls caused by climate change, hurting our drinking water, our springs, and our endangered species. CTRMA needs to be good stewards of our local environment, and if a bicycle shop owner can foresee these problems, then CTRMA needs to be able to foresee these problems too and find better, more sustainable solutions to the traffic jams on MoPac. Federal law is also clear that a complete EIS is mandatory when endangered species would likely be impacted, so please be good stewards of our region and conduct a full EIS if CTRMA wants to proceed with this expansion.<br><br>If CTRMA has about a Billion dollars to spend and room to add 4-13 lanes, then CTRMA could and should much more seriously consider and study building a rail based public transit system. I can easily imagine a beautiful and sustainable rail transit system running parallel to the existing MoPac South lanes, which could alternately go up above and/or run next to the main lanes, complete with park and ride locations, and with railcars big enough to carry people with bicycles, scooters, strollers, etc so that they could actively reach their destinations when they get into town. Austin voters have shown time and again that we WANT light rail alternatives to cars. Constructing a smaller footprint rail system would surely have less detrimental impact on the Aquifer and endangered species than adding 4-13 lanes. A rail system would also have reliable schedules and a reliable cost rather than the wildly variable and often prohibitively expensive costs of the toll lanes, empowering people to easily budget both their time and money for their transportation needs. A rail system could also move thousands of people every day for decades to come without exacerbating climate change, or increasing pollution runoff into our fragile Aquifer and springs, the way adding thousands more cars to this stretch of MoPac inevitably would.<br><br>I'm also acutely aware of the fact that the City of Austin has invested Millions of dollars to only recently complete the Southern section of the Violet Crown Trail (VCT), which runs parallel to and passes underneath MoPac South in multiple locations. I have read the publicly available proposed expansion documents, and I see that CTRMA only plans to "partially" |

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| | | reconstruct the section of the VCT near Dick Nichols Park, and it makes no assurances that public access to the VCT will be preserved during, and/or fully restored after, the construction process. The expansion would largely eat up what room we currently have for the VCT, and it would wipe out most of the trees that provide cool shade for the trail. The VCT is the only continuous North/South active transportation route Austin has for citizens to get from South Austin into Central Austin. It is also one of the safest places in South Austin for families to go for walks or bike rides together away from cars. Not only does the VCT have incalculable physical and mental health benefits for everyone who uses it, it also has economic value to the city because people use it as an active transport route to dine and/or shop at destinations like Circle C, Arbor Trails, and Sunset Valley, and to commute for work into town. My business, and other bicycle shops like ATX Bikes at Circle C, would be directly negatively impacted if we lose this beloved vital cycling route, because it is such a popular destination for gravel and mountain bikers to enjoy as well as commuting cyclists. Countless bicycles purchased at my shop ride those trails daily, and no comparable alternate place to ride exists in South Austin.<br><br>This is also the exact wrong time for CTRMA to consider expanding MoPac precisely because I-35 is already under construction that will last at least a decade. It would cripple Austin car commuters to have both of our major North/South freeways under construction at the same time. My business currently has customers driving down from North Austin several times a week, but those customers would not come if MoPac and I-35 are both under construction, adding time, stress, and expense to such optional trips. I can also easily imagine how spillover traffic would clog surface streets by people seeking ways around the freeways' epic construction traffic jams, making it harder for locals to get to work and shopping, and people avoiding the highways are not likely to stop to shop and dine because they're in a hurry and just passing through. It would also negatively impact our economy with people constantly running late for work, meetings and appointments. Road rage and traffic accidents would inevitably increase too, making Austin a miserable and dangerous place to live and drive for 7+ years. As a viable alternative, this seems like an ideal time to seriously consider and study building a rail transit system along MoPac South that would actually make people want to live and work close to the rail stations, thus creating an economic boom rather than a bust for residents and businesses in South Austin.<br><br>All this being said, if CTRMA does decide to move forward with this expansion, then I implore you to conduct a full Environmental Impact Study first. Please also assure Austin citizens, whose taxes built the Violet Crown Trail, that CTRMA will prioritize preserving our access to the VCT during construction and fully restoring the trail, complete with shade trees, upon completion of the project, just as CTRMA plans to do with the Butler Hike & Bike Trail around Lady Bird Lake. Above all, I implore CTRMA not to proceed with this expansion without seriously considering, and fully studying, an alternative MoPac South rail transit system first.<br><br>Thank you for your time and consideration, Brad Wimberly Owner of BIKEALOT LLC |
| **4/7/2026** | Brad Love | Please don't build this. We need more transport (the buses mentioned in the review or the pedestrian/bike infrastructure) and not more lanes. We have seen this before in Austin, and the community would most benefit from protecting the water shed. This is obvious if we think at all about generational equity. It is a willfully, self-serving conclusion in the environmental study that the project makes sense. This sentence alone tells us that this is a foolish project only set up to damage our future: 'The Edwards' high porosity also means surface pollutants (e.g., fertilizers, pet waste, oil, and more) can easily run off and contaminate its groundwater. This portion of the Edwards Aquifer provides the majority of groundwater within the District (Barton Springs-Edwards Aquifer Conservation District [BSEACD 2025a]).' The correct conclusion after a statement like this is that building would be unwise. |

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| **5/3/2026** | Brad Massingill | NEW EIS! There needs to be a new Environmental Impact Study before any decisions are made regarding this highly sensitive environmental area. Not only are there numerous listed species in the zone, they're there because the special karst formations that create the unique hydrology that sustains them. With the heavy build out in Oak Hill leading out toward Dripping Springs there are devastating impacts to the headwater Williamson Creek and much of the first mile or two is barely flowing due to sedimentation. I fear Onion and Bear/Little Bear Creeks will suffer a similar fate without a sufficient, robust EIS. This casual, slow sedimentation process is choking out one of South Austin's major creeks and harboring another catastrophic flooding event like the Halloween Floods that wiped out half of Dove Springs. If all four creeks were impacted enough it could bring on a flood like nothing we've seen in recorded history. The public"benefits" are not apparent. Traffic and commuting ar3 subjective AND a change topic of discourse with new options like ride sharing and surge/feeder buses supplying inner suburban commuting options for the "last/first mile". Less cars equals cleaner air as well. New EIS. NEW EIS…! |
| **5/3/2026** | Brad Trone | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Brad Wimberly | Dear CTRMA Board Members, <span style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none; display: inline !important; float: none;">To Whom it Concerns at CTRMA: <br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><span style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none; display: inline !important; float: none;">Thank you for your time considering my comments in opposition to the proposed expansion of MoPac South. 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However, due to the well understood phenomenon of induced demand, more lanes inevitably lead to more traffic, a lesson Texas should have learned once and for all from the 20 lane Katy freeway debacle in Houston. 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| | | (EIS). Why don't you want to understand the full impacts of this proposed expansion? The Austin Blind Salamander lives nowhere else on Earth, and their external gills mean they would likely suffocate and die off if we clog their habitat with silt and from construction and increased pollution once the project is complete. Even though your plans optimistically say you will remove 100% of suspended solids from highway runoff water, that sheen of oil runoff cannot so easily be removed, and flooding could likely overwhelm the designed runoff treatment infrastructure during increasingly heavy rainfalls caused by climate change, hurting our drinking water, our springs, and our endangered species. CTRMA needs to be good stewards of our local environment, and if a bicycle shop owner can foresee these problems, then CTRMA needs to be able to foresee these problems too and find better, more sustainable solutions to the traffic jams on MoPac. Federal law is also clear that a complete EIS is mandatory when endangered species would likely be impacted, so please be good stewards of our region and conduct a full EIS if CTRMA wants to proceed with this expansion. <br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><span style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none; display: inline !important; float: none;">If CTRMA has about a Billion dollars to spend and room to add 4-18 lanes, then CTRMA could and should much more seriously consider and study building a rail based public transit system. I can easily imagine a beautiful and sustainable rail transit system running parallel to the existing MoPac South lanes, which could alternately go up above and/or run next to the main lanes, complete with park and ride locations, and with railcars big enough to carry people with bicycles, scooters, strollers, etc so that they could actively reach their destinations when they get into town. Austin voters have shown time and again that we WANT light rail alternatives to cars. Constructing a smaller footprint rail system would surely have less detrimental impact on the Aquifer and endangered species than adding 4-13 lanes. A rail system would also have reliable schedules and a reliable cost rather than the wildly variable and often prohibitively expensive costs of the toll lanes, empowering people to easily budget both their time and money for their transportation needs. A rail system could also move thousands of people every day for decades to come without exacerbating climate change, or increasing pollution runoff into our fragile Aquifer and springs, the way adding thousands more cars to this stretch of MoPac inevitably would. <br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><span style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none; display: inline !important; float: none;">I'm also acutely aware of the fact that the City of Austin has invested Millions of dollars to only recently complete the Southern section of the Violet Crown Trail (VCT), which runs parallel to and passes underneath MoPac South in multiple locations. I have read the publicly available proposed expansion documents, and I see that CTRMA only plans to “partially” reconstruct the section of the VCT near Dick Nichols Park, and it makes no assurances that public access to the VCT will be preserved during, and/or fully restored after, the construction process. The expansion would largely eat up what room we currently have for the VCT, and it would wipe out most of the trees that provide cool shade for |

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| | | the trail. The VCT is the only continuous North/South active transportation route Austin has for citizens to get from South Austin into Central Austin. It is also one of the safest places in South Austin for families to go for walks or bike rides together away from cars. Not only does the VCT have incalculable physical and mental health benefits for everyone who uses it, it also has economic value to the city because people use it as an active transport route to dine and/or shop at destinations like Circle C, Arbor Trails, and Sunset Valley, and to commute for work into town. My business, and other bicycle shops like ATX Bikes at Circle C, would be directly negatively impacted if we lose this beloved vital cycling route, because it is such a popular destination for gravel and mountain bikers to enjoy as well as commuting cyclists. Countless bicycles purchased at my shop ride those trails daily, and no comparable alternate place to ride exists in South Austin. <br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><span style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none; display: inline !important; float: none;">This is also the exact wrong time for CTRMA to consider expanding MoPac precisely because I-35 is already under construction that will last at least a decade. It would cripple Austin car commuters to have both of our major North/South freeways under construction at the same time. My business currently has customers driving down from North Austin several times a week, but those customers would not come if MoPac and I-35 are both under construction, adding time, stress, and expense to such optional trips. I can also easily imagine how spillover traffic would clog surface streets by people seeking ways around the freeways' epic construction traffic jams, making it harder for locals to get to work and shopping, and people avoiding the highways are not likely to stop to shop and dine because they're in a hurry and just passing through. It would also negatively impact our economy with people constantly running late for work, meetings and appointments. Road rage and traffic accidents would inevitably increase too, making Austin a miserable and dangerous place to live and drive for 7+ years. As a viable alternative, this seems like an ideal time to seriously consider and study building a rail transit system along MoPac South that would actually make people want to live and work close to the rail stations, thus creating an economic boom rather than a bust for residents and businesses in South Austin. <br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none;" /><span style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: 14px; font-style: normal; font-variant-caps: normal; font-weight: 400; letter-spacing: normal; orphans: auto; text-align: start; text-indent: 0px; text-transform: none; white-space: normal; widows: auto; word-spacing: 0px; -webkit-text-stroke-width: 0px; text-decoration: none; display: inline !important; float: none;">All this being said, if CTRMA does decide to move forward with this expansion, then I implore you to conduct a full Environmental Impact Study first. Please also assure Austin citizens, whose taxes built the Violet Crown Trail, that CTRMA will prioritize preserving our access to the VCT during construction and fully restoring the trail, complete with shade trees, upon completion of the project, just as CTRMA plans to do with the Butler Hike & Bike Trail around Lady Bird Lake. Above all, I implore CTRMA not to proceed with this expansion without seriously considering, and fully studying, an alternative MoPac South rail transit system first. <br style="caret-color: #000000; color: #000000; font-family: Helvetica; font-size: |

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| **5/3/2026** | Braden Meyer | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Braden Meyer |

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| **4/21/2026** | Bradley Murphy | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Also: The Ann and Roy Butler hike and bike trail is a real draw to the city of Austin. Please keep the users of this trail in mind when planning this expansion.<br><br>Thank you for your time and consideration. |
| **4/21/2026** | Bradley Murphy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. Also some of my own thoughts at the end.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Also: The Ann and Roy Butler hike and bike trail is a real draw to the city of Austin. Please keep the users of this trail in mind when planning this expansion.<br>Thank you for your time and consideration. |

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| **4/22/2026** | Brandi Cowley | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Brandi Cowley |

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| **4/22/2026** | Brandi Cowley | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Brandi Cowley |

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| **4/22/2026** | Brandi Cowley | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Brandi Cowley |

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| **4/22/2026** | Brandi Hill | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Brandi Kennedy | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Brandi Kennedy |

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| **4/30/2026** | Brandi Veil | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Brandi |

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| **4/22/2026** | Brandie Baker | Dear CTRMA Board Members,<br><br>I am deeply concerned about the proposed MoPac South expansion over the Edwards Aquifer Recharge Zone. As someone who lives and works in the Austin area, this project feels like a direct threat to the resources that make our community livable and unique.<br><br>Our water is not just an environmental issue, it's a public health necessity. The Edwards Aquifer supplies drinking water to thousands of Central Texans. Expanding MoPac with 6–8 additional lanes over this sensitive recharge zone increases the risk of polluted runoff entering the aquifer, especially during heavy rains. Once that water is contaminated, the consequences are long-term and potentially irreversible.<br><br>Beyond water, this project puts significant strain on wildlife habitats and treasured outdoor spaces like the Barton Creek Greenbelt. These areas are not luxuries—they are essential to our quality of life, mental health, and local ecosystem. Years of construction, increased noise, and higher traffic volumes will degrade these spaces for residents and visitors alike.<br><br>From a community standpoint, adding more lanes does not solve congestion in a lasting way. It often leads to induced demand, bringing more traffic, more pollution, and more strain on surrounding neighborhoods. There are smarter, less harmful alternatives that should be explored, including improved public transit and more sustainable mobility solutions.<br><br>Given the scale and potential impact of this project, it is unacceptable to move forward without a full and transparent Environmental Impact Statement (EIS). The public deserves a thorough analysis of environmental risks, meaningful consideration of alternatives, and a clear understanding of long-term consequences.<br><br>Austin's water, wildlife, and community health are too important to gamble with. I urge CTRMA to pause this proposal and conduct a comprehensive Environmental Impact Statement before taking any further steps.<br><br>Respectfully,<br><br>Brandie Baker |

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| **4/22/2026** | Brandie Baker | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>brandie baker |

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| **4/22/2026** | brandie baker | Dear CTRMA Board Members,<br><br>I am deeply concerned about the proposed MoPac South expansion over the Edwards Aquifer Recharge Zone. As someone who lives and works in the Austin area, this project feels like a direct threat to the resources that make our community livable and unique.<br><br>Our water is not just an environmental issue, it's a public health necessity. The Edwards Aquifer supplies drinking water to thousands of Central Texans. Expanding MoPac with 6–8 additional lanes over this sensitive recharge zone increases the risk of polluted runoff entering the aquifer, especially during heavy rains. Once that water is contaminated, the consequences are long-term and potentially irreversible.<br><br>Beyond water, this project puts significant strain on wildlife habitats and treasured outdoor spaces like the Barton Creek Greenbelt. These areas are not luxuries—they are essential to our quality of life, mental health, and local ecosystem. Years of construction, increased noise, and higher traffic volumes will degrade these spaces for residents and visitors alike.<br><br>From a community standpoint, adding more lanes does not solve congestion in a lasting way. It often leads to induced demand, bringing more traffic, more pollution, and more strain on surrounding neighborhoods. There are smarter, less harmful alternatives that should be explored, including improved public transit and more sustainable mobility solutions.<br><br>Given the scale and potential impact of this project, it is unacceptable to move forward without a full and transparent Environmental Impact Statement (EIS). The public deserves a thorough analysis of environmental risks, meaningful consideration of alternatives, and a clear understanding of long-term consequences.<br><br>Austin's water, wildlife, and community health are too important to gamble with. I urge CTRMA to pause this proposal and conduct a comprehensive Environmental Impact Statement before taking any further steps.<br><br>Respectfully, |

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| **4/22/2026** | brandie baker | Dear CTRMA Board Members,<br><br>I am deeply concerned about the proposed MoPac South expansion over the Edwards Aquifer Recharge Zone. As someone who lives and works in the Austin area, this project feels like a direct threat to the resources that make our community livable and unique.<br><br>Our water is not just an environmental issue, it's a public health necessity. The Edwards Aquifer supplies drinking water to thousands of Central Texans. Expanding MoPac with 6–8 additional lanes over this sensitive recharge zone increases the risk of polluted runoff entering the aquifer, especially during heavy rains. Once that water is contaminated, the consequences are long-term and potentially irreversible.<br><br>Beyond water, this project puts significant strain on wildlife habitats and treasured outdoor spaces like the Barton Creek Greenbelt. These areas are not luxuries—they are essential to our quality of life, mental health, and local ecosystem. Years of construction, increased noise, and higher traffic volumes will degrade these spaces for residents and visitors alike.<br><br>From a community standpoint, adding more lanes does not solve congestion in a lasting way. It often leads to induced demand, bringing more traffic, more pollution, and more strain on surrounding neighborhoods. There are smarter, less harmful alternatives that should be explored, including improved public transit and more sustainable mobility solutions.<br><br>Given the scale and potential impact of this project, it is unacceptable to move forward without a full and transparent Environmental Impact Statement (EIS). The public deserves a thorough analysis of environmental risks, meaningful consideration of alternatives, and a clear understanding of long-term consequences.<br><br>Austin's water, wildlife, and community health are too important to gamble with. I urge CTRMA to pause this proposal and conduct a comprehensive Environmental Impact Statement before taking any further steps.<br><br>Respectfully, |

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| | | Brandie Baker |
| **3/28/2026** | Brandie Downs | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **5/3/2026** | Brandon | This expansion project is one of the worst decisions made by this city with no research and consideration of the ecological impact. Conjstrction over the new planned zone will cause most regretful, irreversible, misunderstood consequences for various delicat fungi, bacterial, plant, and animal kingdoms. The repercussions of this expansion project will affect local ecology substantially. Scientists and researchers will recall this event as one of the worst ecological conservation blunders in Austin's history for years. |
| **5/3/2026** | Brandon Baer | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful |

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| | | public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Brandon Baer |

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| **4/23/2026** | Brandon Brown | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Brandon Brown |

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| **4/27/2026** | Brandon Connor | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Brandon Connor |

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| **5/3/2026** | Brandon Fehrenkamp | Dear CTRMA Board Members, Simply put, this sucks and I don't want it. And I'm on the road for a living. I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brandon Fehrenkamp |
| **5/3/2026** | Brandon Garcia | I oppose the expansion project. Please reconsider due to the environmental it will have to the fragile and unique ecosystem that is present. |
| **5/3/2026** | Brandon Gonzales | Hi, my name is Brandon Gonzalez.I'm calling about the construction that'sbeing considered on MOPAC.And I think there needs to be a full and thorough environmentalimpact study done on this before any plans are made.This is an important recharge zone,important for the aquifers, important for the springs.This is what makes Austin Austin.and we can't keep losing our natural resources in these areas.So please slow down and do a proper environmental impact study. |
| **3/22/2026** | Brandon Niday | Austin is not struggling because we lack highway capacity. We're struggling because we've spent decades building a city that forces people into cars and then acting surprised when the roads fill up. Induced demand is not a theory; it's a pattern that has played out on every expanded highway in every American city. More lanes create more traffic. We've watched this happen on 183, on 360, and on MoPac itself after the express lanes were added. Approving another widening project doesn't solve congestion. It just delays it, at enormous cost, while locking in decades of increased vehicle miles traveled, carbon emissions, and degraded air quality that directly conflicts with Austin's own climate and mode-shift commitments. Instead, CTRMA should invest in transit, walking, and biking, not a wider highway. Every dollar spent on expansion is a dollar not spent building the network that Austin actually needs to function in the next 50 years. Austinites have voted for transit investment. Our comprehensive plan calls for mode shift. CTRMA should be a partner in that future, not an obstacle to it. That could even look like converting an existing lane to HOV/transit use. The infrastructure is already there. Repurposing a general-purpose lane moves more people per hour with zero new pavement, dramatically improves bus and carpool reliability, and gives Austinites a real reason to leave their cars at home. This is how you shift mode share. I urge CTRMA to reject the highway expansion alternative and redirect this project toward infrastructure that serves all Austinites, not just those in single-occupancy vehicles. |

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| **4/18/2026** | Brandt Elder | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Brandt Elder |

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| **5/1/2026** | Brantley Essary | To whom it may concern,<br><br>I am an Austin resident and I oppose expanding MoPac South. Instead, I support regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Thank you,<br><br>Brantley Essary |

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| **4/27/2026** | Bre Steele | Dear CTRMA Board Members,<br><br>As a water resources engineer specializing in drainage management, floodplain mitigation, water quality controls, and with years of experience working in Edwards Aquifer recharge zones, I am greatly concerned by this proposed Mopac expansion. Austin residents deserve clean water and air. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement. Transportation funding should go to public transport projects that will help all austinites, and not just those who can afford to take Mopac tolls.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Being born and raised in Austin, educated in environmental and water resources engineering, and furthering my professional career to protect Austin's waterways and ensure communities here do not flood and have access to clean water, I am appalled with this project proposal. Other options exist to solve traffic congestion issues.<br><br>Sincerely,<br><br>Bre Steele |

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| **4/23/2026** | Breanna Kilgore | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Bree Trevino | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Bree Trevino |

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| **4/28/2026** | Breeana Benenati | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | breeanna pilney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Breeley Bodine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Brenda Gratz | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alan Tinsman |

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| **5/3/2026** | Brenda Gratz | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Brenda Gratz |
| **5/1/2026** | Brendan OHandley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Brendon Kennedy | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Brendan Kennedy |

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| **3/26/2026** | Brenna Bales | Dear CTRMA Board Members,<br><br>As a native Austinite who has lived abroad for over a decade and returning this May, I've seen a multitude of both environmental catastrophes and successful cooperative development-conservation projects, and I strongly opposite the current plan for MoPac expansion as planned.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>INVESTING IN PUBLIC TRANSPORTATION WOULD OFFER SERIOUSLY IMPROVED OPTIONS FOR AUSTIN COMMUTERS<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>THESE SPECIES DESERVE CLEAN ENVIRONMENTS JUST AS MUCH AS HUMANS DO<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>AUSTIN IS PROJECTED TO EXPERIENCE RISING HEAT LEVELS THROUGH THE CENTURY. WE NEED TO MINIMIZE CONCRETE STRUCTURES THAT RETAIN HEAT AND INVEST IN COOLER GREENER INFRASTRUCTURE, YOU ARE PUTTING LIVES AT STAKE.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>I REITERATE MY STATEMENT ON JEOPARDIZING THE PEOPLE OF AUSTIN'S HEALTH WITH THIS EXPANSION<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>THESE PARKS ATTRACT MILLIONS OF DOLLARS IN ANNUAL REVENUE AND SHOULD BE EXPANDED, NOT THREATENED<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>I REITERATE MY STATEMENT A THIRD TIME ON THE HEALTH AND WELL-BEING OF AUSTINITES THREATENED BY THIS NEEDLESS EXPANSION<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. It's actually super easy to do! I've singehandedly done this in a foreign country, and expect the city to do the same.<br><br>Sincerely,<br><br>Brenna Bales |

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| **3/17/2026** | Brent Thomas | MoPac South cuts directly through the Barton Springs Edwards Aquifer recharge zone, where water filters through porous limestone to feed Barton Springs and that water is habitat to endangered species that do not exist anywhere else on earth! The project promises approximately five minutes of travel time savings after spending $825 million and enduring years of construction nightmares, that's what we get. And how much time will we have wasted sitting in traffic over those years just to get those five minutes? This are is one of the most environmentally sensitive areas in the entire country! Natives are sick of seeing our town be overdeveloped while losing what it means to be Austin, I implore you to at least do your due diligence and demand a true environmental impact statement! Not this surface level study you are touting. Also Austinites deserve better we want other options to this awful expansion project! |
| **4/22/2026** | Brent Whalen | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/22/2026** | Brent Whalen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Bret Egner | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Bret Egner |
| **5/3/2026** | Brett Barkley | I think this is an insane project to move forward on this project without a full Environmental Impact Statement (EIS). Also what are our alternatives? Rarely does adding more lanes reduce traffic and I highly doubt bullying a project through without alternatives is a good idea. Real alternatives would be ones that avoid irreversible damage to our water, wildlife, and public health. We love this city for its natural spaces and vibe. If you continually change that vibe and remove natural spaces in the name of "progress" I promise you this city will lose what makes it a special destination in the south. Why would people want to live in another culture-less city? Ya'll need to listen to your constituents and stop doing these wasteful and shortsighted projects. |

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| **4/24/2026** | Brett Schneider | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Brian Albiter | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Brian Albiter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Brian Anicua | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Brian Cassidy | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/3/2026** | Brian Chartan | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brian Chartan |

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| **4/24/2026** | Brian Dulaney | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Brian Dulaney |
| **3/28/2026** | Brian Gilbert | We really need this sidewalk for the safety of pedestrians (adults and children) riding on the highway. The cars go so fast coming from 1826. To have the connectivity to circle c and avana would be an amazing addition for our residents. |

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| **4/20/2026** | Brian Miller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Brian R Nixon | I do not want this expansion. It's negative impact on the environment far outways ANY benefit. Also more lanes would not fix the problem. |
| **5/3/2026** | Brian Ransom | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Brian Ransom |
| **5/3/2026** | Brian Riordan | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brian Riordan |

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| **4/20/2026** | Brian Roberts | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Brian Robsn | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brian Robson |

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| **5/2/2026** | Brian Takats | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>I have zero desire to contribute privatizing and engaging with toll systems that affect the ecology and economy.<br>Thank you for your time and consideration. |

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| **5/2/2026** | Brian Takats | Good evening,<br><br>My name is Sam Webb, and I live in downtown Austin. I am writing to express my staunch opposition to the proposed MoPac South Expansion.<br><br>This expansion will spend nearly $1 billion dollars on a highway widening project that is unnecessary and environmentally destructive. This money would be much better spent on increasing other modes of transit along MoPac, such as buses, biking, and walking. Further, this project will damage the environment around it by destroying green spaces that us Austinites love and by adding more polluting cars to the road.<br><br>I implore you to put a stop to this highway expansion and focus on more effective and environmentally friendly transit options.<br><br>Thank you,<br><br>Sam Webb |
| **3/28/2026** | Brian Wei | I am writing to express my strong support for the funding and construction of the 1.2-mile shared-use path connecting the Meridian neighborhood to the existing trail at Escarpment Blvd. As an active resident in the area, I see firsthand how vital safe connectivity is for our community. Currently, anyone trying to cycle or walk between Meridian and the rest of the Austin trail network has to navigate the narrow shoulder of HWY 45. It's a significant safety hazard that discourages people from being active. With the City Council already dedicating $117,000 for the design, the momentum is clearly there. I urge TxDOT and CTRMA to bridge this gap and provide a safe, paved link that allows our 3,000+ residents to finally reach the South MoPac corridor safely. |

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| **5/3/2026** | Brian Zabcik | Please see the attached.<br><br>_____<br><br>BRIAN ZABCIK<br><br>Advocacy Director<br><br><<Attachment>> |
| **4/24/2026** | Briana Averyt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Briana Cohen | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Briana Cohen |

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| **4/25/2026** | Briana Cohen | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Briana Cohen |

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| **4/27/2026** | Briana Perez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Briana Ramos | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Briana Ramos |

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| **4/23/2026** | Brianna Harris | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | brianna huerta | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, brianna huerta |
| **5/3/2026** | Brianna Rankin | Dear CTRMA Board Members, I love living in Austin because of its natural beauty. This precious part of our city attracts visitors from around the world. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Brianna Rankin |

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| **4/24/2026** | Brianna Romero | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Brianna Westmoreland | As an Austin resident and environmental voter, I strongly oppose the proposed MoPac expansion. Austin's identity is rooted in its natural beauty, including our clean waterways, tree canopy, and the outdoor spaces that make this city special. Expanding a major highway directly threatens those assets. Increased roadway capacity inevitably brings more vehicle traffic, which means more air pollution, more runoff carrying oil and contaminants into our creeks and the Colorado River, and greater strain on already fragile ecosystems. Beyond the environmental damage, this project fails to address the core issue it claims to solve. Decades of evidence show that widening highways does not reduce congestion in the long term. It simply induces more driving and leads us back to the same gridlock, only with more pollution and higher costs. This is not a forward thinking solution. It is a continuation of outdated, car dominated planning. Austin should be investing in sustainable transportation options such as reliable public transit, safer bike infrastructure, and walkable communities, not doubling down on infrastructure that undermines our environmental goals. If we truly value the health, livability, and character of our city, we need to reject projects like this and pursue solutions that protect both our environment and our future. |
| **5/3/2026** | Brianna White | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brianna White |

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| **5/3/2026** | Brianna White | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brianna White |
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| **3/16/2026** | Brianne Gates | This is too expensive and doesn’t actually solve the traffic flow problem. |

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| **4/5/2026** | Brianne Gates | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Brianne Gates |
| **5/3/2026** | Brice Corbin | We need mo-public transit funding, less lanes and environmental destruction that will only make traffic worse. |
| **5/3/2026** | Brieanna Rocha | With the possibility of this project effecting the natural habitats, as well as subjecting major change to recreation and public spaces, I as a community member am asking for a for formal environmental impact statement to be made public knowledge. |

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| **5/3/2026** | Brig Brednich | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Brit Hansen | April 22, 2026<br><br>Re: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments<br><br>To: Central Texas Regional Mobility Authority Board and Project Leadership,<br><br>Austin Outside <https://www.austinoutside.org/> (AO) supports AO member, Zilker 351's, <https://www.zilker351.org/> attached letter. As a consequence, we also support Zilker 351's request for environmental mitigations on the MoPac South Project to specify Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments in response to the South MoPac environmental study and each of its other requests.<br><br>Thank you for your leadership and consideration.<br><br><<Attachment>> |
| **3/20/2026** | Brit Schulte | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/3/2026** | brit wherry | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, brit wherry |
| **4/20/2026** | Brita Hansen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Britany Wilson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Britany Wilson |

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| **5/3/2026** | Britt Spaulding | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Britt Spaulding |
| **5/3/2026** | Britta Thompson | Please do not disrupt Austin ecosystems and outdoor spaces with the Mopac construction project. We love Austin and don’t want to see more of what we live about our city be lost to development. One of the most unique things about Austin is its accessible nature in such an urban environment. |

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| **4/29/2026** | Brittany Buaas | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **4/27/2026** | Brittany Castillo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Brittany De Luna | Please stop the 6-8 lane expansion on Mopac - it is an inefficient plan which has significant potential to damage sensitive waterways that supply Barton Springs. Taxpayer dollars need to be spent on eco-friendly public transportation projects such as improving bus routes, building rail and light rail. WE DO NOT NEED MORE HIGHWAY LANES. |
| **5/3/2026** | Brittany Glick | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Brittany Glick |
| **5/3/2026** | Brittany Marsh | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Brittany Marsh |

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| **5/3/2026** | Brittany Marshall | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Asd more public transit options, more lanes just means more cars and still all of the same traffic issues. Sincerely, Brittany Marshall |
| **4/27/2026** | Brittany Martin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Brittany Stewart | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Brittany Stewart |

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| **5/3/2026** | Brittany Taylor | Hi. I love living in Austin. I've been here since 2013 and I'm saddened by the continually lower level of water in the creek. In hearing about more potential expansion of the highway systems here that are threatening the aquifers, I'd love to request a full environmental impact statement so that we may protect our water, wildlife, and neighborhoods. |
| **3/30/2026** | Brittany Woedl | I do not want the highway widened. This city needs alternatives besides more and more and more and more and more and more highway lanes. When does it stop, the entire city is going to be covered in highway lanes. |

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| **5/2/2026** | Brittney Mumbach | I am against expanding the Mopac highway. This kind of drastic infrastructure change is unnecessary and will cause harm to not only the wildlife but the homes surrounding Mopac. I, as a resident of Austin, do not support this. |
| **4/23/2026** | Brittny Nicole De La Cerda-Martinez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Britton Olson | Dear CTRMA Board Members, As a resident of Austin and more specifically, the Zilker neighborhood, I oppose the MoPac South Expansion. I regularly use and enjoy many of the areas that will be severely impacted by the proposed expansion, namely, the MoPac pedestrian bridge, Lady Bird trail, Lady Bird lake, Barton Springs, and the Greenbelt, to name a few. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Britton Olson |
| **4/20/2026** | Brogan Court | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Brogan Court | I am writing to express my opposition to the proposed expansion of South MoPac. While I understand the goal of addressing traffic congestion, I believe the long-term environmental costs of this project far outweigh the short-term benefits. The South MoPac corridor runs through an ecologically sensitive area that supports local wildlife, feeds into the Edwards Aquifer, and helps sustain Barton Springs and surrounding waterways. Expanding the roadway risks increasing stormwater runoff, pollution, and habitat fragmentation—each of which could have lasting consequences for water quality and biodiversity in the region. In addition to these environmental concerns, this area is widely valued by the community for its natural beauty and recreational opportunities. Many residents rely on nearby green spaces for hiking, biking, and simply enjoying a quieter connection to nature. Expanding the highway threatens to degrade that experience through increased noise, air pollution, and visual intrusion. We have and are expanding the highways enough. Austin does not need to be the second Houston or Dallas. Let it be green!!! I encourage decision-makers to prioritize alternative solutions that align with Austin's environmental values, such as investing in public transportation, improving existing infrastructure, and exploring strategies that reduce congestion without further damaging sensitive ecosystems. Thank you for considering the broader impact of this proposal on our environment and quality of life. |

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| **4/20/2026** | Brooke Bolger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Brooke Daniel | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. My family lives near MOPAC and the Springs and has for 30 years. My children both attended Austin High School. They park/ed under MOPAC to go to school. We walk Ladybird Lake daily or weekly and swim at the Springs constantly. Daily, weekly. The proposed plan would endanger all the kids who are taking outside classes, lunches, sports and more at the High School because the air quality would drop significantly. Hundreds of daily exercisers would be rerouted an hour from the loop that includes the bridge. Our noise pollution which is already significant at times in Zilker neighborhood would become louder and more miserable. I swim in the Springs all year and am afraid of what toxic chemicals will be swimming there with me after rains wash the hugely expanded asphalt lanes and drip into the aquifer and all surrounding areas under the huge proposed addition of road that isn't necessary. The traffic while building this monstrosity would ruin the quality of life for all South Austin who travel on MOPAC and the savings of time that is proposed is insignificant compared to the threats accrued in air and water and noise quality of life. Nature will suffer the most and our Springs are irreplaceable and the most precious part of our splendid city. The traffic near Austin High and around the Y Townkake where I also go every day would be nightmarish. The plan is not thought through and will cause far more suffering and misery than it will help. The expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems, our children in Austin High School and the families who live nearby who will suffer in multiple ways listed above. |

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| | | Thank you for hearing my thoughts and deep concerns.<br><br>Brooke Daniel<br><br>Thank You for listening to your neighbors,<br><br>Brooke Daniel |

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| **4/20/2026** | Brooke Frierson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Brooke Petrini | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. I live in Barton Hills. There is no need for this project. I use Barton Springs, the hike and bike trail (especially the passage under MoPac), and the Mopac between Zilker and Cesar Chavez/5th street downtown daily. There is no need to change this especially with the disruption it will cause. Use our taxpayer money elsewhere where it will have more impact, less timelines and disruptions (like paving and fixing all the roads in Austin). Thank You for listening to your neighbors, Brooke Petrini |
| **4/27/2026** | Brookelyn Stephens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Brooklyn Giles | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Brooklyn Giles |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Brooklyn Giles |
| **5/3/2026** | Brooklyn Poutra | The expansion and investment into Mopac Hwy is not a step in the right direction for the Austin community. Rather than continuing to feed the problem of high traffic and car dependency, the energy and money should go into community public transportation resources. Not only will this reduce the traffic on roads eliminating the need for highway expansion, but this will also continue to move Austin in the direction its citizens want to see it go. The expansion of Mopac will not have a dramatic effect on congestion and traffic, and is not a permanent, sustainable solution. |

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| **5/3/2026** | Brooklyn Willerth | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Brooklyn Willerth |
| **4/30/2026** | brooks kelley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/9/2026** | Bruce Byron | Managed Lanes are one of the most effective means of dealing with growing congestion. We need to complete the south MOPAC section to assist south and southwest area to north Austin. I am not concerned about how it is connected to downtown. Just build it. |

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| **5/2/2026** | Bruce Cruz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/21/2026** | Bruce Hunt | Don’t expand Mopac (Loop 1) in any way. The idea that adding lanes improves traffic flow in the long term is simply wrong and has been repeatedly debunked. Don’t do it. |
| **5/3/2026** | Bruce McCandless | Dear CTRMA Board Members, I oppose the proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, because I believe this project will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. In short, I think this project will cost far more in time, money, and massive incovenience than it will ever be worth. Respectfully, Bruce McCandless III |
| **4/30/2026** | Bruce Miglin | I live off of LaCrosse which means for me to go ANYWHERE in Austin I need to use that part of Mopac which is slated to be re-done. I believe that some expansion is needed but ONLY the low hanging fruit should be picked. By this I mean on South bound Mopac near William Cannon where the left lane is lost. The shoulder there is wide enough to convert to a traffic lane. I would support "tweaks" like this along the proposed route, but oppose the 4+ year megaproject that is under discussion. Thank you for hearing me. |

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| **3/25/2026** | Bruce Ravenscraft | Against current proposed configuration. Alternative preferred: 1 HOV lane in each direction from Ladybird Lake to W. Slaughter. Advantages: 1. Less environmental impacts (less impervious cover, less loss of heritage trees, less construction impacts, encourages fewer cars on road as opposed to proposed toll lanes encouraging more cars on road). 2. Less impact on citizens of Austin (shorter construction timeline, less noise impacting nearby neighborhoods, less cost). 3. More equitable (toll lanes disproportionately benefit wealthy and those with business expense accounts). Lessons learned from N. Mopac toll project: 1. Did not decrease commute times or improve traffic flow. 2. Toll lanes only benefit small percentage of people. 3. Additional cost and construction time of toll lanes did not provide additional benefits. 4. Environmental impact outweighed any benefit toll lanes provided to small percentage of drivers. Expanding an 8 lane expressway to a 12 lane expressway to benefit a small percentage of drivers through an environmentally sensitive aquifer zone is completely unnecessary and unacceptable. Bruce Ravenscraft |

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| **5/3/2026** | Bruce Sharrar | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Bruce Sharrar |
| **5/3/2026** | Bruce Suggs | I do not approve of this expansion |

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| **4/30/2026** | Bryan | My friends at a Safe Streets Austin encouraged me to share my thoughts, thanks for receiving this email. We can't widen our way out of the traffic congestion problems and we should be prioritizing pedestrian infrastructure and mass transit. If you'd like to discuss further, reply to this email and I'll happily make time. |
| **4/22/2026** | Bryan Bell | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Bryan Bell |

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| **4/22/2026** | Bryan Bell | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Bryan Bell |

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| **5/3/2026** | Bryan Gutmann | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Bryan Gutmann |

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| **4/20/2026** | Bryan HallB | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Bryan Hall |

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| **5/3/2026** | Bryan Oden | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Bryan Oden |
| **3/25/2026** | Bryan White | A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. |

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| **5/3/2026** | Bryan Williams | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Bryan Williams |
| **5/3/2026** | Bryant Barajas | I am not in support of the Mopac or toll expansion. Zilker Park, Barton Springs and Lady Bird lake are essential to our communities and wildlife. Instead I suggest creating a toll free loop system, as Austin is increasing and could benefit from one giant toll free loop with easy access to all of Austin and its surrounding towns and suburbs. Example: Loop 1604 San Antonio, Texas U.S.A |

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| **3/24/2026** | Bryce Burton | Strongly in favor of Bee Cave Road concept intersection, something needs to be done to improve long queues getting onto freeway, and lack of northbound managed lane access is a huge negative.<br><br>Frustrated with lack of improvement to southbound Bee Cave Road exit, maneuvering onto westbound RM 2244 is dangerous. Extra 200 feet helps, but more should be done.<br><br>Concerned about aesthetics of proposed noise walls near Zilker Park, views of park from highway are nice, don't want those to go. |
| **5/3/2026** | Bryce Low | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. We have already seen the effects to the flats and Barton creek greenbelt from the Barton Square mall. Sincerely, Bryce Low |
| **4/30/2026** | Bryce Wilson | The expansion of MoPac would have too great an impact on the aquifier system to justify another toll road. |
| **4/21/2026** | Bryn Wright | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Brynja Newman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Brynn Clare | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Brynn Cuellar | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Brynn Cuellar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Buddy Steele | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Buddy Steele |

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| **4/26/2026** | Buddy Steele | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Buddy Steele |

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| **4/26/2026** | Buddy Steele | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Buddy Steele |

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| **3/24/2026** | Burke Fort | Dear CTRMA Board Members,<br><br>In addition to all of the reasons articulated below, I wish to emphasize how irreversibly damaging this ill-conceived expansion would be to SO MANY irreplaceable reasons why Austin was, is, and could still be the valuable antithesis of "Anywhere USA." This "solution" meant to address Austin's growing pains, is the product of a serious lack of the very imagination, vision, and creativity that made Austin so unique and sought after. Please find a different and better way to ensure that THAT Austin endures going forward. Accordingly, I am joining many others by endorsing the following statement strongly opposing the MoPac South expansion as proposed.<br><br>I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day. |

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| | | The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Burke Fort |
| **5/1/2026** | C Benavides | Y'all need to do a proper full environmental survey. The simplified draft one you have is not economically or scientifically rigorous. Also, please reconsider the early plan to build a road with one lane in each direction. The current plan with two lanes in each direction is too intense a land use for an area over fragile aquifers. |
| **4/21/2026** | C. J. Luthy | I disapprove of any further construction on MoPac. Austin is plagued by eternal construction already and MoPac congestion is significantly down from 10 years ago. This project is needless, will actively harm the greenbelt, and the tolls do not provide any tangible benefit to actual Austin residents. I strongly feel no action should be taken and no further development should occur as it will only create visual, literal, and noise pollution in our city. My views and comments represent myself only. |

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| **4/24/2026** | Cade Light | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Cade Nowicki | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Cade Nowicki | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Cade Nowicki | Hello, I am writing to express concern about the decision to advance the MoPAC South Project without completing a full Environmental Impact Assessment (EIA) prior to breaking ground. As an Austin native, civil engineer myself, and resident who lives right off of MoPAC I am deeply concerned that this large-scale transportation project in such an environmental sensitive corridor will not only impact my day-to-day life, but also the quality of the air, water, wildlife, etc... While I know a draft environmental assessment has been published this is not equivalent to a full EIA, and it does not provide the same depth of analysis or public accountability. Moving forward without an EIA risks overlooking significant long-term consequences for the environment and community. Given the scale of this project and its potential to alter traffic patterns, increase emissions, and affect nearby natural areas, a more rigorous review is not only appropriate but necessary. I urge the Mobility Authority and TxDOT to pause any construction activities until an EIA can be conducted. The community deserves assurance that environmental stewardship is being taken seriously and that all alternatives and mitigation strategies have been thoroughly evaluated before irreversible steps are taken. Thank you for considering this comment as part of the public input process. |
| **5/1/2026** | Cahill | The proposed MoPac South expansion is a costly, outdated solution that fails to address the real transportation challenges facing Austin. Adding toll lanes under the assumption that they will meaningfully reduce congestion ignores decades of evidence on induced demand. More capacity invites more traffic—yet we are being asked to spend hundreds of millions of dollars for travel time savings measured in mere minutes. That is not a serious return on investment. Even more concerning is the environmental tradeoff. This project places added pressure on some of Austin's most sensitive and cherished natural areas, including the Barton Creek watershed and surrounding greenbelt systems. These are not incidental impacts—they are permanent risks to water quality, habitat, and public space that define this city's identity. At a time when Austin should be investing in forward-looking transportation solutions—reliable public transit, safer multimodal infrastructure, and demand reduction strategies—this project doubles down on a car-dependent model that has already proven unsustainable. It prioritizes throughput for those who can afford tolls while offering negligible benefits to everyone else. This is not just a questionable project; it is a misallocation of public resources that will lock in the same problems it claims to solve. Austin deserves infrastructure that reflects its values and its future—not a repeat of planning failures from the past. |

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| **4/21/2026** | Cailin Rigby | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Cain Boney | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/20/2026** | Cait Rybiski | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | CAITIN CORKILL | The negative impacts of this project are well beyond the benefits. Austin used to be a city that protected the unique and delicate pieces of our natural beauty. This project is not aligned with the values of Austin nor the people in it's community. I strongly oppose this project and hope that we start to realize a few extra minutes of transit is worth preserving our water and parks for. |
| **4/25/2026** | Caitlin Bohner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Caitlin Clifford | Hi, my name is Caitlin Clifford.I am calling about the MOPAC expansion, just to say that it will leave a significant impact,and I am requesting for you to actually do an environmental impact report.This is something that I am again, and do not think this is a necessary expansion andwill cause difficulties to our environment and our way of life.Give me a call back at 415-497-7130.Thanks. |

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| **5/2/2026** | Caitlin Leonard | Hi, my name is Caitlin Leonard, and I'm calling strongly to oppose the current I-35 expansion project as it has been presented.I'm especially concerned about the environmental review process.From what I've been seeing, the environmental assessment is incomplete and appears to havecut corners, particularly when it comes to our water quality and ground impacts.I want to specifically raise concerns about the Edwards Aquifer and Barton Springs.Their system is extremely sensitive and is directly supporting our endangered specieslike the Barton Springs salamanders.And even small changes like runoff sediment or groundwater recharge system changes can have serious long-term impacts on this ecosystem.I do not believe the current environmental study adequately reflects those risks andI'm asking for the project to be paused or reconsidered until a full, transparent and independent environmental impact study is completed. I'm also asking for my feedback to be officially recordedand for this feedback to be submittedand appropriately reviewed by the body. Thank you for the time. |
| **5/2/2026** | Caitlin Lin | Hi, this is Caitlin Lin. I was calling because I want you guys to stop doing theMOPAC expansion project. Please, we need a full environmental panel. What is it?Yes, and impacts at the end.We also need protecting and dangerous teaching.Thank you. |

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| **4/23/2026** | Caitlin McIntosh | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Caitlin McIntosh |

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| **4/27/2026** | Caitlin Rients | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Caitlin Saunders | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Caitlin Saunders |
| **4/30/2026** | Caitlin Taylor | DO NOT EXPAND MOPAC! As a neighborhood resident, I absolutely do not want to expand the lanes, risk environmental contamination, and impact our beautifully preserved surrounding natural areas (including the Edwards Aquifer recharge zone, the Barton Springs Greenbelt Trail, Zilker Park and Lady Bird Lake, the Violet Crown Trail) and the stunning and tourist-drawing natural wonders that thrive in them, including the Austin blind salamander, Barton Springs salamander, monarch butterfly, tricolored bat, and the beautiful wildflowers that bloom every spring alongside South MoPac. Austinites do not want this expansion. Leave South MoPac as it currently is! |

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| **4/19/2026** | Caitlin Vogt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Caitlyn Hernandez | As a local Austinite, I strongly oppose the Mopac expansion project. This project threatens our local watershed, endangered species, and our greatest natural resources. We must protect Barton springs and shut down this project. |
| **4/24/2026** | Caitlyn Lower | Please do not expand MOPAC. There are an incredible number of studies that prove this is not actually helpful, and we need to protect this ecosystem. I personally drive this stretch of road DAILY to my office in Southwest Austin, and I do not see the benefit. |
| **4/23/2026** | Caitlyn Winchester | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Caitlynn Underwood | Dear CTRMA Board Members, <p style="-webkit-text-size-adjust: auto;" data-start="21" data-end="389">If this road expansion moves forward, it's not just “adding lanes”—it's adding noise, pollution, and long-term damage to the places we actually live our lives. My daily commute, the spaces I unwind in, and the environment my community depends on will all take a hit. More traffic doesn't fix congestion—it invites it, while quietly eroding air quality and green space. <p style="-webkit-text-size-adjust: auto;" data-start="391" data-end="674">I live and move through this area regularly, and I'm not interested in watching it get carved up without accountability. We deserve to know exactly what the environmental and community impacts will be—not a vague summary, but a full, transparent Environmental Impact Statement (EIS). <p style="-webkit-text-size-adjust: auto;" data-start="676" data-end="786" data-is-last-node="" data-is-only-node="">Rushing this through without proper evaluation isn't progress—it's negligence with better branding. Do better For the love of water in Central Texas, Caitlynn Underwood |

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| **5/3/2026** | Caitlynne Russo | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Caitlynne Russo |

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| **3/13/2026** | Caity E | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Caity E |

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| **4/29/2026** | Caleb Cote | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Caleb Poore | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Caleb Poore |

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| **3/19/2026** | Caleb Shannon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Caleb Shannon |

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| **4/24/2026** | Califa de Vico | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Calista LaMotte | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Calista LaMotte |
| **3/12/2026** | Calista Lee | As someone who uses Mopac daily to commute to my office, I think the idea of fixing the traffic situation outweighs everything for me. |

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| **4/30/2026** | calista marquez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/12/2026** | Callie Bishop | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Callie Bishop |

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| **4/12/2026** | Callie Bishop | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Callie Bishop |
| **5/3/2026** | Callie Bishop | Hi, my name is Callie Bishop and I'm a resident here in Austin and I'm calling in to leavea statement about the MOPAC expansion and just being a firm no and requesting an environmentalimpact report.This is clearly something that is going to dramatically affect our ecosystem and endangeredspecies and it feels like an unnecessary expansion of you know it's just we don't we don't needan endless expansion of highways what we need is to maintain what makes Austin special whichis the land which is the aquifer protecting the aquifer and the endangered species and Isincerely hope that you take this request as this is this is the future for our children I want myto be able to grow up and enjoy the spring.Thank you.Bye. |

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| **5/3/2026** | Callie Carson | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Callie Carson |
| **5/2/2026** | Callie Carson | Hi, my name is Callie Carson.I'm an Austin, Texas native and I'm directly opposing the proposal of building the highwayand request that there be a direct environmental impact statement made to the city.Thank you. |
| **4/23/2026** | Callie Enlow | I wholeheartedly oppose this needless expansion, and particularly the express lane. At minimum, this project must complete an EIS in good faith. As a resident who frequently uses mopac south between Barton Springs and Slaughter, as well as traveling the express lane north from Cesar Chavez to 183, the proposed time savings are overly generous estimates, and certainly not worth the $10-$12 CTRMA routinely charges MoPac expressway commuters. More importantly, it is not worth the potential sound and environmental hazards it would introduce to Austin's most precious natural resources and green space. |
| **4/20/2026** | Callie N | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Callie Ruark | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Callie Ruark |
| **4/20/2026** | callie smith | Dear CTRMA,<br>KEEP AUSTIN BEAUTIFUL. Texas has enough concrete jungles. I love living here in Austin because there is plenty of beautiful, green nature and I want it to stay that way.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Callie Swift | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Cam Duderstadt | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Cam Duderstadt |
| **5/1/2026** | Camden Schreeder | I am opposed to the expansion of mopac |

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| **4/24/2026** | Cameron Grayson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Cameron Grayson |

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| **5/3/2026** | Cameron Herber | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Cameron Lee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Cameron Shaw | Hello.My name is Cameron Shaw.I live on the east side, 78721, and I had some concerns about the new impact expansionproject that's planned and that they're investigating.I just think it's really important that we do a full environmental impact study to seethe revocations both on our drinking water supply, endangered species that live in thearea, and the health of the aquifer as a whole.Drinking water and clean water is absolutely vital, both to our city now and especiallyas the water crisis in Texas gets worse, as we see in places like Corpus Christi, us protectingour local water supply is absolutely vital.So I think it's absolutely crazy to kind of move forward with the lower constructed projectout doing environmental impact studies and finding out how these things are actuallygoing to affect our water supply.Yeah, that's it. |

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| **4/20/2026** | Camila Velez Garrett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Camilla Bolch | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Camilla Bolch |

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| **4/25/2026** | Camilla Calk | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Camilla Calk |

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| **4/24/2026** | Camille Hartneck | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Camille Hartneck |

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| **4/24/2026** | Camille Hartneck | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Camille Hartneck |

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| **4/24/2026** | Camille Hartneck | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Camille Hartneck |

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| **5/3/2026** | Camille Thornson | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Camille Thornson |

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| **4/25/2026** | Camille Westfall bernius | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Camille Westfall bernius |

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| **4/25/2026** | Cammi Klier | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Additionally, expansion of mopac<br>- will significantly damage parks such as Zilker and others that are close to Mopac.<br>- it will cause a significant increase of pollution into the Colorado River<br>- it will create even more noise, there is no sound wall design that can prevent an increase in noise<br>- it will further damage the city's culture<br>- it will compromise the safety of the Austin high school campus<br>There is no need to further cripple our city with more massive construction projects. This project is a developers desire for money. Look around at the 50% increase of skyscrapers in the last 5 years. That is developers greed, not the city's need for the buildings. This mopac project is the same thing.<br>Thank you for your time and consideration. |

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| **4/22/2026** | Campbell Uyeki | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br><br>I feel strongly that this expansion shouldn’t happen at all. Studies have shown that highway expansions don’t actually reduce traffic, but that public transportation does. Instead of expanding the highway, please put this money into better public transport. |
| **4/22/2026** | Campbell Uyeki | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>I feel strongly that this expansion shouldn’t happen at all. Studies have shown that highway expansions don’t actually reduce traffic, but that public transportation does. Instead of expanding the highway, please put this money into better public transport. |

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| **5/3/2026** | Campbell Uyeki | The mopac expansion is a terrible idea that would destroy austins natural beauty and cause damage to the beautiful animals we have. Please don’t do this. |
| **5/3/2026** | Camryn Thane | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Camryn Thane |
| **3/12/2026** | Candace M Volz | This expansion is bad for our city. It will: -Pollute our water, adding 6-8 lanes to MoPac over the Recharge Zone -Harm endangered species- increasing sediment and degrading water quality that impacts these species -Worsen Air quality and traffic- 6-8 new lanes = adding thousands more cars, worsening gridlock, and exposing adjacent neighborhoods, schools, etc to higher levels of toxicity -Waste our time and money-$1 bil in construction that INCREASES congestion and pavement -A full Environmental Impact Statement must be done to protect Austin's precious natural resources. Once they're damaged, they can never be restored to the way they were before.  -If S. Mopac is widened, how will CTRMA widen Mopac thru Central Austin to avoid a bottleneck there??  Central Mopac is constricted on the east side by the largest National Register District in the State. No federal funds can be used on highway work if they will damage a contributing building in the NRD- a Section 106 mitigation will be required to determine the highway expansion's impact on the NRD and that's costly and slow.  So all the proposed South Mopac expansion would do is create a bottleneck- a traffic nightmare on steroids . . . |
| **5/3/2026** | Candyce Rusk | Dear CTRMA Board Members,  As a 23 year Austin resident and swimmer, I'm concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  <br /><br />  Thank You.  Sincerely,  Candyce Rusk |
| **4/27/2026** | Cannon | A full environmental impact study needs to be done. |

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| **5/3/2026** | Cara | More roads do not led to better commutes. Don’t cause harm to our precious Barton springs eco system!! |
| **5/3/2026** | Cara Bertron | CTRMA staff:<br><br>I am writing to express my opposition to the proposed MoPac South extension. The currently proposed project will spend more than $800 million to harm the surrounding sensitive, critical environment, expanding into 100 additional acres, while yielding only marginal benefits for some drivers.<br><br>Instead, please spend the funds for a project that benefits more people and helps the environment by providing well-resourced, compelling alternatives to driving. I support:<br><br>- No highway expansion<br><br>- Better transit reliability<br><br>- East-west crossings for people who walk and ride bikes every 1/4 mile<br><br>- Wide, shade shared use paths for cyclists and pedestrians |

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| | | Please invest in a greener future, not past car-centric ideas.<br><br>Thank you,<br><br>Cara Bertron |

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| **5/3/2026** | Cara Biasucci | Dear CTRMA Board Members, We do not need more paved spaces or to endanger our waterways or treasures like Barton Springs further in Austin. Enough is enough! We need alternative transportation options - light rail, bikeways, increased bus routes - and for these reasons (among others) I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Cara Biasucci |
| **5/1/2026** | Cara Campos | Please spend the time to do a complete Environmental Impact Study for the Mopac extension and share that with the public and consider alternatives like improving public transit access and incentivize carpooling as options to alleviate traffic congestion on Mopac. Zilker park, Barton Springs are too important to the Austin community and need to be protected. |

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| **5/3/2026** | Cara Jackson | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Cara Jackson |

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| **5/3/2026** | Cara Litos | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I was born in Austin (1995) and some of my earliest memories were in Barton Springs, Deep Eddy, and Lady Bird Lake, swimming in the crisp blue water or paddling in a canoe with my father. I simply cannot imagine Austin without the healthy spring ecosystem in the heart of town. I am concerned that the expansion of lanes will create negative environmental impacts during construction phase and after- runoff of hazardous materials into the recharge zone could be catastrophic for the unique ecosystem. The blocking off of light with the addition of new lanes will inhibit vegetative growth below, making for a muddy lifeless mess. Moving forward with this expansion without a full environmental impact statement would represent a failure by the city in allowing the interest of cars and toll road authorities to overtake the will of the people and the good of the Edward's Aquifer ecosystem, one that makes Austin special. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. 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| **5/3/2026** | Cara Morrison | Dear CTRMA Board Members, I absolutely oppose this project and the lack of transparency for a full Environmental Impact Statement. As a home owner in the city, a second gen. austinite, i have had to jump through far more hurdles for a project in my own home than CTRMA ever has to. We do not need another paid extension controlled by a corrupt toll company that is money grabbing. CTRMA who doesnt even give disabled vets free tolls, as many other toll companies do in TX, thats the least of my concern but shows lack for empathy for our citizens. They made a mess of North Austin and Cedar Park, this is the last thing we need. Our land, creatures and people all deserve better than this i am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and |

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| | | where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Cara Morrison |

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| **5/3/2026** | Cara Smith | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Cara Smith |
| **5/3/2026** | Caragh Givens | Hello city planners and those responsible for the welfare of Austin and its resources, Please do not move forward with the expansion of Mopac. As a born and raised austinite and native Texan, and field biotech in Big Bend, please consider the harm the expansion could do to our springs and groundwater in central Texas. As someone who has measured wells, it is extremely imperative that we protect the water table. Contamination of the water table would not only ruin many of our safe natural swimming holes, but also contaminate drinking water for anyone who uses the Edward's Aquifer. This is a potentially life or death situation for many residents, as well as plants and animals that also rely on clean water in central Texas. I am heartbroken at the idea of the continued destruction of the land where our groundwater, Barton Springs, Zilker Park, and many of our local fish, plants and wildlife reside. This expansion is extraneous and will not improve traffic in Austin, but I'm sure you know that! Please invest in greater public transit infrastructure instead. Growing up in Austin, the city always prided itself in being the capital city with the most green spaces. When did those natural spaces become unimportant? We ALL need safe clean water and Barton Springs, as well as access to safe green spaces. Please heed our calls to halt this project. The MOST valuable thing, anything, is fresh drinking water PLEASE do not jeopardize centrals Texas's access to clean drinking water! In a few years, Texas will run out, and people will leave, then where will y'all make your money? Please at the very least require an EIS. Thank you so much for your time and efforts. Sincerely, Caragh Givens Concerned and proud Texan |

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| **3/18/2026** | Caren Floyd | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Caren Floyd |

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| **3/26/2026** | Caren Floyd | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Amen<br><br>Sincerely,<br><br>Caren Floyd |

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| **4/28/2026** | Caren Floyd | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Caren Floyd |

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| **4/22/2026** | Cari Collins | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Cari Collins |

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| **4/22/2026** | Cari Collins | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Cari Collins |

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| **4/30/2026** | Carigan Suggs | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | carissa hoop | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, carissa hoop |
| **5/3/2026** | Carl Nagel | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Carl Nagel |
| **5/3/2026** | Carla Canfield | As an Austin citizen, I oppose the plan to expand south MoPac, and pave over miles of sensitive habitat. I demand a full environmental impact statement, and other options to this action. Action which would cause irreversible harm to the natural environment that is under our care. Do not go forward with the plan to pave. |

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| **4/22/2026** | Carla Perez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Carla Perez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Carlene Gaskin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Carleta Britt | Here's how to improve Mopac immediately for cheap: 1. Move the transition from 3 lanes to 2 lanes down to Convict Hill Rd overpass.<br>2. Add signs that say "zipper merge" |
| **4/23/2026** | Carli Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Carli Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Carlie Heimann | No, this absolutely should not be happening. The interstate construction needs to end. It’s been proven that expanding interstates does not provide better, smoother traffic. How does a toll road make the city better? Austin residents will sit through the construction periods, then be expected to pay for the convenience of a faster commute option, or be at stuck on the slower, crowded option. This is not the solution. |

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| **4/25/2026** | Carlo Rios | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Carlo Rios |

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| **4/24/2026** | Carlos Flores | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **3/24/2026** | Carlos Lopez | I think this project is very much needed. It took me 50 minutes to get here from downtown. I wish I had the option of using a toll lane to get here quicker. What is the timeline for beginning construction? |
| **3/24/2026** | Carlos Swanke | I support the improvements to S Mopac. I would also support improvements to the northbound on ramp from Southwest Parkway onto MoPac. |

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| **4/27/2026** | Carly Badke | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/30/2026** | Carly Badke | The MOPAC expansion in South Austin is not it! The obvious environmental and community impacts completely outweigh any traffic benefits; moreover, expanding highway capacity will increase traffic demand over time, leading to higher emissions and worsening air quality in an already vulnerable corridor. The project also threatens nearby green space, local species, and limits opportunities to preserve and expand public park and recreation areas that South Austin residents rely on. One of the main reasons I live in and love this area is easy access to outdoor, natural areas to spend time with family and friends, walk my dog, and balance daily modern life with nature and fresh air. One of Austin's biggest draws for tourists and businesses is access to green spaces and nature to enjoy in our mostly year-round great weather! Instead of widening MOPAC, I urge consideration of alternatives that reduce congestion without sacrificing environmental quality—such as investments in public transit, demand management, and protection of existing natural spaces. Austin's long-term mobility goals should align with sustainability, not increased highway dependence. We expect leaders and decision makers to prioritize solutions that protect our environment, maintain access to green space, and support a healthier, more resilient Austin! |
| **4/30/2026** | carly burnham | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Carly M | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, C. Molloy |

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| **4/23/2026** | Carly Willaford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>And if you can - ban data centers forever!!!!<br>Thank you for your time and consideration. |
| **4/27/2026** | Carlye | WE LOVE BARTON SPRINGS |

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| **3/18/2026** | Carmen Garcia | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. MoPac was never envisioned to be another IH35. The people of Austin approved of it BECAUSE it was meant to be a local highway, for local use. This was because there was an understanding of the fragile environmental area that was being traversed.<br><br>Given the years of drought that have lowered our water table everywhere the aquifer and all our water sources are struggling. We depend on them for our quality of life. This kind of construction is yet another burden to add that we cannot afford.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. |

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| **4/28/2026** | Carmen Garcia | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/22/2026** | Carmen Gioia | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/27/2026** | Carmen Rangel | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Carmen Rangel |
| **5/3/2026** | Carmen Siman | We can not eat or drink money. Our world is so magnificently abundant. Let's work with it, for us; not against it, therefore against ourselves. Each of us, one decision and action at a time, are the only ones who can change an unhealthy system. |
| **5/3/2026** | Carmine salvucci | Omg STOP the expansion of MOPAC between enfield and slaughter. We need a comprehensive environmental impact study.this is irresposonsible |

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| **4/22/2026** | Carol Blanchard | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Carol Blanchard |

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| **4/7/2026** | Carol Fraser | Dear CTRMA Board Members,<br><br>We need real transit solutions, we need to preserve and protect Barton Springs for generations to come, and we DON'T need a massive highway expansion just for 5 min of supposed gain! and look at Katy Highway in Houston to see how long that will last...<br><br>We only have one Barton Springs, one Greenbelt, and one world. Let's leave it better than we found it.<br><br>---<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. |

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| | | * Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Carol Fraser |

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| **3/18/2026** | Carol Goodwin | Dear CTRMA Board Members,<br><br>As an Austin resident and frequent user of MoPac South, Barton Springs, and the surrounding parks, greenbelt and hiking trails, I strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts.” That is unimaginable. You don't have to be a scientist or engineer to know that any highway expansion will have a major impact on air and water pollution and the natural environment. In fact, the draft document itself raises serious environmental and community concerns that warrant a much more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM |

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| | | 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. The reasons for this opposition have only grown more serious over the past 10 years, due to stresses to the Edwards Aquifer from persistent drought, overdevelopment, and rapid population growth.<br><br>Bartons Springs and its surrounding parks, schools, trails and green spaces are integral to the well-being and quality of life of Austin residents and the health of our natural environment. I urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Thank you for protecting the water of Central Texas,<br><br>Carol Goodwin |
| **4/29/2026** | Carol Hawkins | This is Carol Hawkins. I live in 78703 and I am very concerned about the effect of theproposed work on South Mopec on the environment. It has not been thoroughly enough studiedand we need a full environmental impact statement. No shortcuts here. This will be semi-permanent,and our water, our habitat,the Edwards Aquifer Reef Charge Zone in particular,are terribly important, besides which we have many more representatives of fat cats who are just out there to make a buck and in so many ways than the environment, which has very little lobbying for it. Thank you.can't go through this with this without thoroughly studying it and doing it in the best way possible for the environment. |

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| **5/3/2026** | Carol Haywood | Please accept my input as opposing the expansion of Mopac south. Toll lanes are not needed and a true, thorough environmental study is needed. Instead of money spent on more pavement it should be spent on mass transit such as a train.<br><br>Thank you for listening,<br><br>Carol Haywood |
| **4/22/2026** | Carol Haywood | Do not expand this road over these sensitve areas. It is just fine with the additional capacity just put in. This will have negative environmental impacts no matter what your flawed study says. I am gernally a YIMBY but not on this road. leave it be. More lanes mean more induced traffic and it is still not going faster. Leave it alone! Put your money into transit. No more toll lanes/roads. |
| **5/3/2026** | Carol Jansen | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. <br /><br /> The preservation of our landscape is the best gift we can give future generations. <br />The MoPac South expansion will not solve the traffic issue. But it WILL harm our ecosystem. And also harm the lungs of every human unfortunate enough to breathe the contaminants from the expansion. Do the full study on environmental impact. <br /><br /> Pursue other traffic solutions. Adding tolls lanes is not the answer. Thank You for listening to your neighbors, Carol Jansen |
| **4/25/2026** | Carol Johnson | The closure of the Violet Crown trail due to expansion of mopac would adversely effect my quality of life as well as the lives of all the critters that live there and the flora. I have seen deer, coyotes, foxes, rattlesnakes. That area is their home. That space is also a buffer for sound, sight and pollution between those using the trail and the highway. We waited along time to have this trail. It has become an integral part of my physical and mental wellbeing. This is where I connect to nature. I hike or bike it at least 3 to 4 times a week. I don't believe our quality of life or the flora and fauna or the beauty of this natural area should be disrupted or demolished to service those who live further out of town. |

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| **5/3/2026** | Carol Johnson | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Carol Johnson |

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| **5/3/2026** | Carol Journeay | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The proposed expansion would expand what is already an unacceptable concrete environment. We don't need more lanes for cars. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Carol Journeay |
| **5/1/2026** | Carol Lynne Smith | Limit Mopac South extension to one lane; protect the aquifer recharge zone; maintain access to all parklands; protect the water; follow all environmental directives to insure no degradation! |

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| **4/20/2026** | Carol Montoya | As a resident of Southwest Austin, I fully support the MoPac South Expansion. The continued growth in South Austin has significantly increased traffic demand, and the current infrastructure is no longer sufficient to support daily commuting needs. Expanding MoPac South is a necessary and timely investment that will improve mobility, reduce congestion, and enhance overall safety for residents and commuters. Delaying this project will only worsen existing conditions and lead to greater environmental impacts, as prolonged congestion results in more vehicles idling in traffic for extended periods during the work week, contributing to increased emissions and reduced air quality. This project will better position our region for future growth by ensuring that transportation infrastructure keeps pace with development. I encourage TxDOT to move forward with this expansion as a priority for the Austin area. |
| **3/10/2026** | Carol Pennington | I am writing to you to offer a fix to some of the problems at the Wm. Cannon exits in both directions instead of the huge, expensive, and harmful proposed project.<br><br>Heading north, there are three lanes leading up to the exit. You have the outside lane an exit only lane even though there is room for an opportunity for some vehicles to also continue in that outside lane to the next exit. You re-striped it a year or two ago, but you made it worse. There is no reason for that lane to be an exit only lane where there is pavement there already and all you have to do is change the striping and take off the exit only status to allow vehicles to either continue forward or exit. This will help the other two lanes will less vehicles. I have attached images that illustrate this.<br><br>Heading south, the three lanes lose the inside lane to a merge right above Wm. Cannon when the pavement continues for a long way. And the bridges are also already wide enough for another lane almost all the way to Davis Lane. There is no reason to cause traffic backups when you already have the pavement there and can just re-stripe to allow all three lanes further south. You can even add enough pavement for one lane between the bridges where is not any pavement. This will allow the merge to happen further south when traffic is less. I have attached images that illustrate this.<br><br>Another upgrade you can do is to change the Wm. Cannon exit to a different location where it does not interfere with the merge of the flyover from 71/290 and the entrance from the frontage road. That is a cluster. You can't have all three converging at the same spot. Just move the Wm Cannon exit where it goes over the entrance from the frontage road.<br><br>This is common sense from someone who drives this stretch a lot. Y'all are trying to make a mountain out of a molehill. There is no reason for this huge proposal you have given us when this land is so sensitive to the Edwards Aquifer, where I get my drinking water.<br><br>There are too many issues with this proposal and we don't want toll lanes! Only the rich can afford to use them. They don't pay for themselves and are a waste of money and this one will ruin our precious environment.<br><br>Please compromise and make some changes to the existing infrastructure instead of this harmful project. Thank you.<br><images attached> |

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| **3/24/2026** | Carol Pennington | 1. You need to update the traffic analysis. The current one is from pre-covid.<br>2. There needs to be a full Environmental Impact Analysis, not this little EA that was done. Does not show the real issues.<br>3. Toll roads don't save enough time to warrant all this pavement.<br>4. Toll roads do NOT pay for themselves!<br>5. Toll roads only help those who can afford them.<br>NO MORE TOLL ROADS! |
| **3/23/2026** | Carol Pennington | I sent an email on March 10 which included some attached images. I want to make sure you have received my comments. I can't attach pictures here, but this is the content of my email. I am writing to you to offer a fix to some of the problems at the Wm. Cannon exits in both directions instead of the huge, expensive, and harmful proposed project. Heading north, there are three lanes leading up to the exit. You have the outside lane an exit only lane even though there is room for an opportunity for some vehicles to also continue in that outside lane to the next exit. You re-striped it a year or two ago, but you made it worse. There is no reason for that lane to be an exit only lane where there is pavement there already and all you have to do is change the striping and take off the exit only status to allow vehicles to either continue forward or exit. This will help the other two lanes will less vehicles. I have attached images that illustrate this. Heading south, the three lanes lose the inside lane to a merge right above Wm. Cannon when the pavement continues for a long way. And the bridges are also already wide enough for another lane almost all the way to Davis Lane. There is no reason to cause traffic backups when you already have the pavement there and can just re-stripe to allow all three lanes further south. You can even add enough pavement for one lane between the bridges where is not any pavement. This will allow the merge to happen further south when traffic is less. I have attached images that illustrate this. Another upgrade you can do is to change the Wm. Cannon exit to a different location where it does not interfere with the merge of the flyover from 71/290 and the entrance from the frontage road. That is a cluster. You can't have all three converging at the same spot. Just move the Wm Cannon exit where it goes over the entrance from the frontage road. This is common sense from someone who drives this stretch a lot. Y'all are trying to make a mountain out of a molehill. There is no reason for this huge proposal you have given us when this land is so sensitive to the Edwards Aquifer, where I get my drinking water. There are too many issues with this proposal and we don't want toll lanes! Only the rich can afford to use them. They don't pay for themselves and are a waste of money and this one will ruin our precious environment. Please compromise and make some changes to the existing infrastructure instead of this harmful project. Thank you. |
| **5/3/2026** | Carol Stall | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Carol Stall |

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| **5/3/2026** | Carol Termaine | My name is Carol Tremaine, and I would like to call to state that I oppose the MOPAC Highway Expansion Project.I think our money can be spent more logically in public transportation or not just please don't do this.guess that's all I want to say is please don't do this. Money can be spent betterelsewhere to help Austin, especially if it's not going to really add or takeaway that much time from people, but think of how much it's going toinconvenience people for how many years. So again, please don't do this. Thank you. |
| **4/24/2026** | Carol Ward | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Carolina Burgos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Carolina Hudson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Carolina Sanchez | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Carolina Sanchez |

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| **5/3/2026** | Carolina Vela | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Carolina Vela |
| **5/3/2026** | Caroline Balch | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Caroline Balch |

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| **4/23/2026** | Caroline Billeaud | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Caroline Billeaud |

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| **4/23/2026** | Caroline Billeaud | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Caroline Billeaud |

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| **4/2/2026** | Caroline Daniels | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/28/2026** | Caroline Dunn | Dear MoPac South Environmental Study Team,<br><br>I support the Austin City Council's recent resolution requesting that CTRMA withdraw its Finding of No Significant Impact (FONSI) and prepare a full Environmental Impact Statement (EIS), while evaluating alternatives aligned with City environmental and mobility policies.<br><br>My concerns with the current proposal are as follows:<br><br>* Insufficient environmental review: The Draft Environmental Assessment is too limited in scope and does not meet the rigor of a full EIS needed to understand environmental and community impacts.<br><br>* No analysis of local road impacts: The study does not evaluate how changes on MoPac will affect surrounding surface streets, leaving potential new congestion unaddressed.<br><br>* Missed lower-impact solutions: Targeted improvements (e.g., ramp extensions and intersection fixes such as near William Cannon) could reduce congestion without highway expansion.<br><br>* Questionable traffic modeling: The 2045 model does not reflect post-pandemic travel behavior, and prior CTRMA projections (e.g., 2015) significantly overestimated congestion. Autonomous vehicles are also a valid consideration.<br><br>* Limited benefit to most users: Toll lanes primarily serve through traffic, while general lanes remain congested; projected time savings are minimal for local commuters.<br><br>* Misaligned financial incentives: A toll-funded model depends on continued congestion in general lanes, raising concerns about long-term planning priorities.<br><br>Given these concerns, I urge CTRMA to prepare a full EIS and prioritize alternatives that reduce the need for expansion, including surface road improvements and multimodal options. |

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| | | Thank you for your consideration.<br><br>Sincerely,<br><br>Caroline Dunn, AIA<br><br><br><https://ci3.googleusercontent.com/mail-sig/AIorK4xpLtQSUlqPdKknxTS6t9FuGgifxLZuOHp467OepbogLk84ghhFM2l41pIPD1iUQU9Y6NHQwRCpLyw3> |
| **4/22/2026** | Caroline Efferth | Hi. I swim in Barton Springs frequently, in addition to smaller tributaries of the springs. I don't want the concentrated runoff pollution from this project and the additional traffic volume to penetration my skin and affect my health and the health of my future children. Please do a proper environmental due dilligence in the form of a comprehensive up to date environmental impact statement to properly consider the significant environmental impacts for the people who rely on this water and species not being contaminated in the midst of a severe drought. With your grandkids Don't you want to swim in creeks without worrying about their health? If so, we have that in common. Please proetect future generations.<br>Manipulating the environmental due diligence report to evade responsibility to make money on toll roads that taxpayers will pay for out the majority can't afford to use is irresponsible. The time savings your selling in this project aren't worth the |

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| | | degradation the springs that bring lcoals and tourists together to swim. This project will hurt Austin's tourism industry. Water is life. |
| **4/26/2026** | Caroline Haley | Dear CTRMA Officials and Stakeholders,<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>_____<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance Activities: |

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| | | Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.)<br><br>Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate. |

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| | | _____<br><br>EGA also requests two Non-Required Mitigations:<br><br>Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>_____<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times. |

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| | | EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making.<br><br>EGA is a strategic partner in this process. We will advocate within current political realities while holding firm on the protections Austin deserves. EGA urges CTRMA to include all recommended mitigations, thereby demonstrating that superior infrastructure and environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>Caroline Haley<br><br>Evergreen Austin Board Member |

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| **5/3/2026** | Caroline Hoffman | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Caroline Hoffman |
| **5/3/2026** | Caroline Holsinger | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Caroline Holsinger |
| **5/3/2026** | Caroline Janes | I LOVE Barton Springs. It's what makes Austin feel like home. Please do your due diligence and do a full and reputable environmental impact survey. Thank you. |
| **3/20/2026** | Caroline Kempf | I do not want a wider highway that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I want CTRMA to invest in transit, walking, and biking |
| **4/22/2026** | Caroline Lunning | I am a native Austinite- I grew up swimming at Barton Springs and Deep Eddy, and I graduated from Austin high. I went to college in Chicago and spent 17 years living in Seattle. Both of these are larger cities than Austin, and both of these are located because of water resources. Neither Chicago nor Seattle has the natural greenspace nor the recreational resources that Austin does, because irresponsible planning has overtaken conservation. For 40 years, Bevery Currifith worked to preserve and protect the Barton Creek Watershed from developments. For 34 years, Bill Bunch and Save our SPrings have worked to protect the Edwards Aquifer Recharge Zone. Because of this work, there is nothing like being in the midst of greenspace in Central Austin. Proceeding with CTRMA plan to expand and toll-ify Mopac will decrease access for most citizens. It will add 100 acres of impervious cover increasing polluted runoff into gragile and protected areas, and will decrease the value that econommic drivers see in the city of Austin. The parkland, the recreation, the outdoor aethetics that many businesses seek and advertise as a benefit, will be degreaded until it eventually disappears. This project is an irresponsible use of tax payer funds that will deserve the value of this land and diminish the distinctiveness of this city. |
| **3/20/2026** | Caroline M Marti | Make Austin bikeable It's necessary to have more bike trails off street for safety. We need better buses. You took the bus stop off my street in East Austin where it was being used. We want better public transportation, not better highways |

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| **5/3/2026** | Caroline Magee | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Caroline Magee, MPH |
| **4/26/2026** | Caroline Marti | Dear CTRMA,<br>We love Austin  but you must hear that we need our parks. We<br>I  support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Caroline Phelps | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I live in the area that would be most affected by this expansion. I would like to let you know there will be far more complaints that Austin is losing what makes it Austin to highway expansions and concrete then there ever will be about traffic. It's not worth it.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Caroline Pinkston | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Caroline Pinkston |

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| **4/27/2026** | Caroline Pinkston | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Caroline Pinkston |

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| **4/4/2026** | Caroline Pronske | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Caroline Pronske |

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| **5/3/2026** | Caroline Randolph | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Caroline Roesel | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Caroline Roesel |

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| **4/1/2026** | Caroline Scott | If the goal is reducing travel time, then adding two new regular (not toll) lanes will reduce congestion more than two less-traveled toll lanes. So I support that. Also do not understand why only one lane is proposed from Convict Hill Road to Slaughter Ln. Traffic is quite heavy all the way to Slaughter and further south. As long as extensive work is being done on this road, it would be great to improve the northbound exit from Mopac to Loop 360, which is currently quite frightening, and a car is just one sideswipe from a forty foot drop off the road down to the creek bed below. Another area for improvement is the highway split at South-bound Mopac at 71, where vehicles must move to the far left and then shortly the road narrows and cars must move right, then move right again to exit at Davis or Slaughter. In other words, it's impossible to get in one lane, for example at Anderson Lane, and stay in that Lane all the way south. This required frequent road shifting at minimum causes delays and likely also causes accidents. If that could be improved it would be helpful. Finally, I share concerns of many about impacts of the project on the sensitive aquifer. Both temporary protection during construction and permanent protection against aquifer damage should be implemented. It would be good if frequent surveillance of the effectiveness of protection can be implemented, using drones and other methods, such as citizen monitor teams. Rapid response to noted incidents should be built in to the plan. |

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| **4/23/2026** | Caroline Seyer | I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/23/2026** | Caroline Viktorin | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Caroline Viktorin |
| **4/28/2026** | Carolyn | I'm opposed to the project. The environmental impact has not been fully studied, and the construction will create impediments. |

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| **4/28/2026** | Carolyn Cariss | Mopac's journey over the Colorado & Barton Creek needs better planning to not turn into an environmental disaster which ruins the very heart of Austin's character. A current journey over these waterways showcases Austin as a resort city and a place for citizens to rejoice. Please do better and ensure not to ruin Austin's character. Finally, why would CTRMA plan to mess with Mopac while I-35 is undergoing construction? Is this a political maneuver to get back at Austinites? |
| **3/24/2026** | Carolyn Croom | Expanding MoPac is an ineffective approach to transportation that would increase air pollution, undermining Austin's climate goals. Please do not make Mopac wider. Please ensure continuous pedestrian-bicycle paths along the project's length and convert an existing highway lane to a HOV/transit lane. Thank you. |
| **4/28/2026** | Carolyn Croom | The CTRMA must prepare a full-scale Environmental Impact Statement for MoPac South before it proceeds any further with the project. The Environmental Assessment ignores or downplays the major effects that the MoPac South expansion will have on air and water quality, noise and light pollution, parks, endangered species, and neighboring communities. Also, it won't solve the traffic problem it's supposed to solve. Highway expansions usually make traffic worse, not better. Please do the right thing and do the right thing and implement a full EIS. Thank you. |

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| **4/23/2026** | Carolyn Ferris | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Carolyn Ferris |

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| **4/23/2026** | Carolyn Ferris | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion. There is absolutely no reason to spend 1 Billion to mess up the environment for something we do not need. The extra lane that was put in this past year between Barton Hill and 290 was a great help to the morning and afternoon trafic. All you need to do is add one or two lanes from 290 to William Cannon and Slaughter to take care of the bad trafic times. NO toll roads are needed.<br><br>Thanks for considering this proposal.<br><br>Carolyn Ferris |

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| **4/27/2026** | Carolyn Ferris | Mopac Extension committee,<br><br>I don't think the money being spent on this project is worth it. The environmental impact is crazy - includes noise pollution and barton springs greenbelt pollution. You need to just figure a way to add one lane on each side of the highway and that's all that would be needed. The recent one lane addition from Barton Hills road south to 360 has made a huge impact and that is what you need from the Southwest parkway exit to the William Cannon or Slaughter lane exit. USE SOME COMMON SENSE!!!!!<br><br>Also the horrible impact this project has on the Austin High School is VERY significant. I feel so sorry for those kids and teachers and sports teams, band practices and science projects that would have to deal with this expansion forever.<br><br>Thanks for reassessing the MOPAC project.<br><br>Carolyn Ferris |
| **4/15/2026** | Carolyn Puckett | Please please consider the negative effects that the Mopac south project will have on the students and families associated with Austin High: the south drop off and pick up complications, the additional traffic and the environmental hazards that will affect the school. Please find a way to avoid adding stress and harmful effects to the Austin High area!<br><br>Carolyn Puckett |

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| **5/3/2026** | Carolyn Sinsky | Dear CTRMA Board Members, <p class="isSelectedEnd">Dear CTRMA Board Members, <p class="isSelectedEnd">I am submitting this comment in my personal capacity to urge CTRMA and TxDOT to prepare a full Environmental Impact Statement for the proposed MoPac South expansion, rather than proceeding on the basis of a Finding of No Significant Impact. <p class="isSelectedEnd">Austin has real mobility challenges. Congestion affects daily life, work, caregiving, emergency access, and regional economic function. But precisely because those challenges are real, they deserve a response that is rigorous, transparent, evidence-based, and aligned with the long-term public interest. A project of this scale, in this location, should not move forward without a full analysis of its environmental, public health, transportation, fiscal, and land-use implications. <p class="isSelectedEnd">MoPac South is not an ordinary transportation corridor. It runs through and alongside some of Austin's most environmentally and publicly significant places: Barton Creek, Barton Springs, the Greenbelt, Zilker Park, Lady Bird Lake, neighborhoods, schools, trails, wildlife habitat, caves and karst features, and the Edwards Aquifer Recharge Zone. These resources are not peripheral amenities. They are core civic and ecological infrastructure. They support public health, water quality, recreation, flood resilience, biodiversity, and Austin's long-term livability. <p class="isSelectedEnd">I have spent years walking, swimming, gathering, and finding refuge in Austin's springs, creeks, trails, and green spaces. I am concerned that short-term congestion relief could come at the cost of the living systems that make this city healthy, resilient, and worth protecting. <p class="isSelectedEnd">A Finding of No Significant Impact appears inadequate for a project of this scale and sensitivity. The public deserves a full analysis of potential impacts to water quality, polluted runoff, impervious cover, caves and karst systems, aquifer recharge, air quality, public health, tree canopy, endangered species, parkland, construction disruption, noise, light, safety, and nearby communities. The analysis should also evaluate cumulative impacts in the context of population growth, climate risk, flooding, other infrastructure projects, and Austin's adopted transportation, watershed, parks, and climate goals. <p class="isSelectedEnd">A full EIS should also examine the transportation assumptions underlying the project. The central question is not only whether additional lanes can be designed and mitigated, but whether they will meaningfully improve mobility over time. The analysis should evaluate the risk that added roadway capacity may increase vehicle miles traveled, induce additional driving, encourage more car-dependent land use patterns, and increase air pollution and greenhouse gas emissions. Highway expansion is not merely an engineering question; it is also a land use, climate, public health, equity, and fiscal question. <p class="isSelectedEnd">I am especially concerned that mitigation may be treated as sufficient without fully answering the more basic policy question: whether this is the right project, at this scale, in this corridor, at this moment. Mitigation measures matter, but they are not a substitute for a serious alternatives analysis. The question is not simply whether the project can be engineered, but whether it is wise. <p class="isSelectedEnd">The official project materials acknowledge that an Environmental Assessment is intended to determine whether an Environmental Impact Statement is needed, and that an EA process does not preclude moving to an EIS. That is exactly what should happen here. The same materials also show that alternatives such as HOV lanes, transit-only lanes, Transportation Systems Management, Transportation Demand Management, and No Build were part of the preliminary alternatives analysis. These options deserve full, transparent, comparative evaluation before a project of this magnitude is advanced. <p class="isSelectedEnd">Please prepare a full Environmental Impact Statement that seriously evaluates reasonable, less harmful alternatives, including transit-supportive improvements, park-and-ride connections, transportation demand management, safety and operational fixes, smaller-scale design options, and alternatives that avoid or minimize new impervious cover, habitat disruption, aquifer risk, parkland impacts, and harm to Barton Creek, Barton Springs, and the surrounding greenbelt system. <p class="isSelectedEnd">Austin's mobility needs are real. But mobility should not be pursued in a way that undermines water, land, public health, climate resilience, fiscal responsibility, or public trust. An EIS is the appropriate level of review for a project with this many potential consequences and this much public concern. <p class="isSelectedEnd">Please do not move forward with a Finding of No Significant Impact. Complete a transparent Environmental Impact Statement before any final decision is made. <p class="isSelectedEnd">Respectfully, Carolyn Sinsky Respectfully, Carolyn Sinsky |

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| **4/9/2026** | Carolyn Somes | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Carolyn Somes |
| **3/10/2026** | Carolyn Soroka | I am once again astounded by TxDOT's refusal to consider public transportation alternatives in order to ease traffic congestion. Research shows that highway expansion is not a longterm fix, leading to the same traffic problems within a few years of completion. As a resident of southwest Austin who lives close to Mopac, I see the need for a solution to the increased traffic but I do not think that this is an appropriate solution. Considering the environmental impact and public cost, I would much rather see more diversification of available modes of transport (like trains and buses) than an additional lane, no matter what kind of lane that is. |

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| **5/3/2026** | Caron Hutchison | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and to urge you to require a full Environmental Impact Statement (EIS) before moving forward with this 8.77-mile widening project. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" /><br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />I also ask that the CTRMA be directed to prepare a comprehensive EIS that evaluates smaller, less harmful alternatives—options that could improve traffic flow on MoPac while protecting the surrounding community, including Austin High School. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" /><br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />If constructed as proposed, the project would have significant and lasting negative impacts on Austin High and its students: <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" /><br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />- Five to seven years of construction would create severe and ongoing traffic disruptions around the school. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />- During multiple years of construction, the Lady Bird Lake trail and pedestrian bridge would be closed, parking would be restricted, and the lake itself would be occupied by a major construction barge. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />- After completion, the expanded highway would expose the school to increased noise, air, light, water, and visual pollution due to the substantially larger roadway footprint. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />- Of particular concern is the expected increase in fine particulate matter (PM2.5), a pollutant linked to respiratory and cardiovascular disease. This pollution would result not only from vehicle emissions but also from tire wear, brake dust, and roadway debris—sources that persist regardless of cleaner vehicle technologies. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />- Finally, the project would funnel more traffic onto Cesar Chavez, Barton Springs Road, Enfield, and north MoPac without corresponding roadway expansions, likely worsening congestion and bottlenecks in the immediate vicinity of Austin High. <br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" /><br style="color: #222222; font-family: Arial, Helvetica, sans-serif; font-size: small; background-color: #ffffff;" />Given these serious concerns, it is essential that a full Environmental Impact Statement be completed to ensure all consequences are thoroughly evaluated and that safer, less harmful alternatives are considered. Thank you for your time and consideration, Caron Hutchison, Austin High School PTSA President |
| **5/3/2026** | Carrie | The Zilker Park/Lady Bird Lake/Barton Springs green space(s) are iconic, and one of the best parts of living in Austin. People travel hours just to experience this beautiful place. Protect it! |

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| **5/3/2026** | Carrie Bills | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Margaret Bills |
| **4/21/2026** | Carrie Dagenhard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Carrie Hard | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Carrie Hard |

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| **4/23/2026** | Carrie Kimler | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully ask you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/2/2026** | Carrie Moody | Please do not do this. It is the soul of the city and not much of that is left. It is Not worth a couple express lanes. Please do NOT expand Mopac. No no no. |

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| **4/26/2026** | Carrie Phillips | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/26/2026** | Carrie Rogers | i like the proposed Design, It gives better ease of use to the MOPAC! |
| **5/1/2026** | CARRIE WOLF | I am writing to express my strong opposition to the proposed "Build Alternative" for the MoPac South project. As a resident concerned with the long-term health and character of Austin, I find the projected environmental destruction and the imposition of yet another toll road to be an unacceptable price to pay for marginal, unreliable travel time savings. 1. Disproportionate Environmental Damage The Draft Environmental Assessment fails to adequately address the irreversible risks to the Barton Springs Edwards Aquifer Recharge Zone. Adding significant impervious cover over such a sensitive landscape invites toxic runoff—including heavy metals, tire microplastics, and petroleum products—directly into our water supply and the habitat of the endangered Barton Springs Salamander. We cannot "mitigate" our way out of the destruction of thousands of trees and the disruption of the Barton Creek Greenbelt's delicate ecosystem. 2. The Fallacy of Induced Demand Decades of highway expansion have proven that we cannot build our way out of congestion. This project will likely trigger induced demand, where any temporary "relief" is quickly erased by more cars on the road. Trading our clean water and air for a few minutes of perceived time savings—savings that will likely vanish within a few years of completion—is a short-sighted and failed strategy. 3. Economic Inequity of Toll Lanes The proposed express lanes represent an affront to equitable infrastructure. High-priced toll lanes create a "Lexus Lane" system that benefits only those who can afford to pay, while the general-purpose lanes remain congested. Public funds and environmental capital should be invested in real transit solutions—such as rail or dedicated bus rapid transit—rather than a pay-to-play highway expansion. 4. Quality of Life and Urban Heat Expansion will exacerbate the urban heat island effect and increase noise and light pollution in South Austin neighborhoods. Turning MoPac into a massive, 12-lane-wide concrete corridor destroys the very "green" character that makes Austin a desirable place to live. Conclusion I urge the CTRMA to adopt the No-Build Alternative and instead pivot toward sustainable, multi-modal transportation investments that do not require the sacrifice of our most precious natural resources. Sincerely, Carrie Wolf |

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| **4/25/2026** | Carrington Quezada | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>I am writing to please ask that you abandon this project for good. It is an irresponsible decision that is clearly made with no consideration for the ecosystem, public health, and what Austinites actually want. Nobody I have talked to has expressed support for this project, only exasperation and annoyance that there's going to be more construction, and ANOTHER lane added to a highway that does not need it. We are sick and tired. |

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| | | There is also a huge concern with this expansion going through the St Edward's watershed, bringing even more pollution and habitat loss to an already sensitive area. Urban wildlife is already struggling to adapt, and the last thing they need is more constriction right through their home. A fully functioning ecosystem is essential for humans as well- the ecosystem services provided by plants and animals are invaluable and include things like cleaning the air and water, keeping pest populations under control, preventing erosion, and pollinating plants. Allowing these services to go on saves us billions of dollars nation-wide every year, and affects us more closely than you would like to admit.<br><br>As for public health, the dust and particles from construction that get into the air, soil, and water, will only add to the thousands of sicknesses and deaths that occur every year due to pollution. The extra traffic the construction will cause, as well as the emissions of heavy machinery, are just the cherry on top.<br><br>Please, if you care about people at all, if you care about the natural world at all- do not go forward with this highway expansion. Austin is begging you.<br><br>Thank You for listening to your neighbors,<br><br>Carrington Quezada |

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| **5/3/2026** | Carson Monahan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | carson nelsen | Strongly oppose the creation of toll lanes between cesar chavez and 290. Not only is the benefit underwhelming but costly. The harm to natural assets of the area, including what is today a beautiful highway cross section, is not reversible. Saving commuters minutes of time is useless in the face of what will be lost. The contributing recharge zone should not be disturbed by additional impervious cover. Are we so stupid to spend enormous amounts of dollars for such little benefit? The proposed design lacks detail. If we are to solve transportation issues we should consider them well and openly. solution should be beautiful solutions that makes our experience of the world available. Sound walls and elevated platforms are chaotic and undeniably ineffective,unsafe, and unpleasing to the eye. This is a useless spend and clearly only benefits the industry of highways,not the people nor natural assets aor regional water quality. Please consider not constructing something so poorly conceived or considered. We need to spend any funding source with more intention and consider other modes of transport more seriously. Bikes and pedestrians don't belong on highway cross sections. Trains do. |

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| **4/24/2026** | Carson Stanch | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Carson Stanch |

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| **4/26/2026** | Carter Bell | Dear CTRMA Board Members,<br><br>The Mopac expansion will not fix traffic or make commuting smoother--in fact it will make traffic worse for the next 5-7 years while it is under expansion. And by the time it is finished, Austin's population will outgrow the new highway quickly as Austin was one of the fastest growing U.S cities in 2025. We should instead prioritize conservation of natural resources and quality of life for residents. ATX appeals to many because of its green belts, hiking trails and wildlife. This expansion would jeopardize that & create fewer spaces for residents to unwind in nature with their families. Central TX also already has issues with drought and water quality--let's not make it worse for more roads that don't fix the root of the infrastructure issue. STOP THE EXPANSION. We don't need to expand--we need public transit & third spaces.<br><br>For the love of water in Central Texas,<br><br>Carter Bell |

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| **4/26/2026** | Carter Bell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Carter Bell |

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| **4/26/2026** | Carter Bell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Carter Bell |

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| **5/3/2026** | Carter Bull | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Alice Carter |
| **5/3/2026** | Carter Bull | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. <br />We have to decide what we want to be as a community .  There appears to be a disconnect between what we Austinites want and what our political leaders repeatedly attempt to push .  Do we want to endanger the jewel of Austin - Barton Springs and the green belt and the sensitive recharge zone?  I will tell you now ( after 34 years of swimming at the Springs) that if this sacred place is spoiled you will very directly kill the soul of Austin .  <br />i implore your, please reconsider this ill advised plan.  <br /><br /> Sincerely, Alice Carter |
| **4/21/2026** | Carter Christian | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Carter Christian | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Carter Doan | building more highway will be awful for the environment and the quality of life for austin residents. it will not improve traffic. shame!! |
| **5/3/2026** | Carter Doan | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Carter Doan |
| **5/3/2026** | Carter Erwin | This would suck |

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| **4/22/2026** | Carter Lauck | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/22/2026** | Carter Lauck | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/22/2026** | Carter Lauck | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Carter Lauck |

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| **5/3/2026** | Carter Stanley | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Carter Stanley |
| **5/3/2026** | Cary Peach & Cynthia Reynolds | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Cynthia Reynolds |

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| **4/26/2026** | Carys Blaney | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Carys Blaney |

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| **4/21/2026** | Carys Blaney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Casandra Aguilar | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Casandra Aguilar |

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| **4/17/2026** | Casey Arden | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Casey Arden |

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| **5/3/2026** | Casey Campbell | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Casey Campbell |
| **4/22/2026** | Casey Castleberry | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Casey castleberry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/11/2026** | Casey Gilbert | To whom it may concern:<br><br>As a 25-year resident of Travis Country in SW Austin, I wanted to write regarding the proposed extension of the Toll Road south of the river.<br><br>While I understand the desire to continue the toll road south of where it currently ends, I question the timing of this proposed construction project. Specifically, as it relates to the decade-long project that is forthcoming on I-35. Moreover, the original toll road took significantly longer then what was originally promised to the public. Continuous delays on the original portion of the toll road was an inconvenience to all. And while you can suggest to citizens living in south Austin that other thoroughfares running north & south are available to avoid delays during this proposed construction project, you can't honestly tell the public that Lamar, South First and Congress are viable alternative routes.<br><br>I do believe we need the toll road to continue south; particularly with current traffic patterns on Mopac, population growth, and continuous delays on this particular highway. However, there is a time and place for everything. Perhaps reevaluate this project once construction is showing signs of abating on I-35. Until then, if you move forward with this, you will be locking south Austinites into place without a viable option to head north. And for your hard working, tax paying constituency this is simply not acceptable .<br><br>Please delay this project with haste.<br><br>Thank you for the time. |

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| **3/23/2026** | Casey Giles | Thoughts of mine after growing up in Austin and living south a huge part of my life:<br><br>Southbound mopac should not go from 3 lanes to 2 at William cannon. All 3 lanes should stay intact, with the entry on the south side of William cannon being a merge. The right lane could then be an exit only at Davis, leaving 2 lanes from there. This should only require restriping and about 750' of new paving.<br><br>Further south, the south bay cross over should have it's own lane when turning southbound. The traffic now utilizing it for the new school has increased dramatically. You already have an extra lane for the 45 east exit, so you could extend that less than 1000' north and solve the problem.<br><br>Northbound, it seems like slaughter should be where the 3rd lane is added, making davis a merge, but maybe the traffic counts say otherwise? Seems like way more people enter at slaughter though.<br><br>Regardless, I can't for the life of me figure out why northbound William cannon is exit only. Why not run the lane straight thru instead of exit only, then immediately adding a 3rd lane again??<br><br>Further north, where Ben White/360 traffic get on, entering the highway at the top of a steep hill seems to be very problematic (though mostly because people feel the need to change lanes immediately even though they have almost 1.5 miles to do so!!) if there was a way to move the entrance north a few hundred yards or more, I think it would really help. Maybe a little south of barton bluffs?<br><br>Maybe try these easier solutions before building a billion dollar toll lane? Though it still doesn't get you across the river. ☹ |

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| **4/7/2026** | Casey Giles | Another suggestion:<br><br>The NB on ramp at 290 (in front of best buy)…….there should be 3 lanes going north, and the right lane is exit only to the turn around, and the left two merge near the entrance to mopac. The right and middle lane should be separated by the plastic pylons. Making it an official merge would help people not feel like others were “cutting” at the front, and thus allows both lanes to be used as storage, decreasing backup into the intersection. Also, signed and predicable merges operate more efficiently than the current layout because of “cutting” and the adversarial situation it can cause.<br><br>Thoughts of mine after growing up in Austin and living south a huge part of my life:<br><br>Southbound mopac should not go from 3 lanes to 2 at William cannon. All 3 lanes should stay intact, with the entry on the south side of William cannon being a merge. The right lane could then be an exit only at Davis, leaving 2 lanes from there. This should only require restriping and about 750’ of new paving.<br><br>Further south, the south bay cross over should have it’s own lane when turning southbound. The traffic now utilizing it for |

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| | | Casey Giles, P.E. |

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| **5/3/2026** | Casey Hallman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Casey Hood | I love Barton because of the community it brings. |
| **3/23/2026** | Casey Nash | I do not support the construction of toll lanes on MoPac South. This only gets the rich people around Austin more easily and does not help the rest. We all contribute taxes to these highways and we should all benefit from the improvements not just the wealthy. |
| **5/3/2026** | Casey Seeboth | This project is unnecessary and is detrimental to the local environment. Projects that prioritize passenger car transportation induce more sprawl and more demand for the road infrastructure. This expansion will not solve any traffic problems but will damage the sensitive ecological system surrounding it. Please withdraw this plan and help our region prioritize other modes of transportation. |
| **4/20/2026** | Casey Sharrow | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Or just avoid to project entirely, at least until I35 is complete.<br>Thank you for your time and consideration. |

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| **4/23/2026** | Cason Campbell | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | cassandra carlton | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, cassandra carlton |

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| **5/3/2026** | cassandra carlton | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **5/3/2026** | Cassandra Carrasco | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Cassandra Carrasco |
| **5/3/2026** | Cassandra Sky | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Cassandra Sky |

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| **4/22/2026** | Cassidy Beckham | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
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| **5/3/2026** | Cassidy Beckham | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Cassidy Beckham |
| **4/28/2026** | Cassidy Carmichael | There are many reasons why I do not support the Mopac expansion as an austin resident. The city is under constant construction without enough consideration for the environmental impacts, water accessibility, wildlife impacts and community impacts. The highway construction creates an unsafe driving environment as it is unorganized. I am particularly not in support of the expansion as it relates to Barton Springs, a comprehensive environmental assessment must be done to understand how this may impact the acquifer. If Barton Springs is negatively impacted the consequences are severe, this is a central piece of Austins unique charm and is attended by locals and visitors alike. As a hot city, having cool places to swim is what gets people out snd about including myself and contributes back to Austins economy, DO NOT mess with any more water resources in Austin. Also why isnt this left to a vote, no one in austin wants another toll road especially at the risk of negatively impacting the places we love in Austin. For more freeway?? Get real |

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| **4/22/2026** | Cassidy Lapp | Please do NOT expand Mopac! I don't a lot, but I do know that putting four lanes of traffic in one of the most important water recharge zones in our drought prone, fragile, aquifer area where we are already at unprecedented levels of low water retention and preservation is probably one of the worst ideas I have heard in a while. I don't know if I have ever heard the argument that more cars on the highway, chemical runoff from construction, and also from covering important ground water absorption areas actually is beneficial to us or the world. Personally, saving 5 minutes on a commute is not worth the potential devastation of a crucial watershed area. And as an emergency responder, I can almost promise you that an extra 4 lanes of express traffic on the highway isn't going to save us. However, I highly recommend taking a stroll through the interior limestone cave systems that are just below our feet. Look for albino creatures that have evolved without light far longer than we shall ever know. Take a moment to enjoy the immense power of the reservoir that has fed this area for millions of years, and will go on to feed the creatures that outlive us when we do eventually run out of water. Look at the spring, look at the flowers! Do do it you silly goose. Just maybe, just this once, don't let capitalism rule our little world. |
| **4/24/2026** | cassidy schultz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Maybe, reconsider the project entirely. |
| **5/3/2026** | Cassie Bills | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Cassandra Dargenio |

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| **5/3/2026** | Cassie Brewster | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Cassie Brewster | Do not do construction on Mopac. Especially if it's going to mess with our green belts and water systems |
| **5/3/2026** | Cassie Daley | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br>Thank You for listening to your neighbors, Cassie Daley |
| **4/22/2026** | Cassie Sodergren | Dear CTRMA Board Members,<br><br>I, alongside many Austinites, am firmly opposed to the Mopac expansion because of the negative environmental and human health risks posed. Expanding the highway will increase pollution at Barton Springs (a beloved landmark for locals and visitors), diminish air quality for thousands of high schoolers, threaten our blind salamander, displace wildlife, increase noise pollution, and so much more.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Cassie Sodergren |

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| **4/22/2026** | Cassie Sodergren | Dear CTRMA Board Members,<br><br>I, alongside many Austinites, am firmly opposed to the Mopac expansion because of the negative environmental and human health risks posed. Expanding the highway will increase pollution at Barton Springs (a beloved landmark for locals and visitors), diminish air quality for thousands of high schoolers, threaten our blind salamander, displace wildlife, increase noise pollution, and so much more.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Cassie Sodergren |
| **4/19/2026** | Cassius Nieri | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Castle Smouse | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Cat Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/25/2026** | Cat Martin | Stop the expansion. This will harm natural habitats, putting species and plants at risk. Please offer more public transit options instead. |

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| **4/22/2026** | Cat Morrice | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Cat Morrice |

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| **4/22/2026** | Cat Morrice | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Cat Morrice |

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| **4/29/2026** | Catalina Flores | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Cate Barrett | I oppose the Mopac expansion due to interruption on the violet crown trail, the environmental impact over Edward's Aquifer, and the induced demand of extra drivers it would bring. |

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| **5/3/2026** | Cate Layne | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Cate Layne |
| **4/30/2026** | Catherine Crane | I am opposed to expanding the number of traffic lanes in this sensitive aquifer recharge zone. Any profit gained by express lane tolls could never begin to compensate for the damages to Baron springs and surrounding parklands and trails. Destruction of these treasures for short term profit is tragic short sighted thinking. We must do better for our children and grandchildren. |

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| **5/3/2026** | Catherine Groves | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Catherine Groves |
| **4/2/2026** | Catherine Harrington | We have lived in South Austin since 1980. We are very much in favor of building the long awaited improvements to South Mopac, an additional lane and two express lanes.<br><br>Please vote to build this infrastructure as soon as possible.<br><br>Thank you,<br><br>Catherine Harrington |

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| **4/21/2026** | Catherine Mayfield | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Catherine Mayfield |

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| **5/3/2026** | Catherine McGrath | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Catherine McGrath |
| **5/3/2026** | Catherine Morris | Dear CTRMA Board Members, I strongly oppose the plans for the MoPac South expansion. It will be far too many years of construction, pollution and delays, for far too little benefit to anyone. Studies show these projects don't even result in significantly faster travel times! So why spend the money, harm the environment, snarl up traffic for the better part of a decade, for hardly any positive return? I am specifically worried about the negative impact this will have on our precious local resources including Barton Springs and the Barton Creek Greenbelt, the Edwards Aquifer, and species that are already endangered. Before moving forward with any project like this, CTRMA must conduct a full Environmental Impact Statement and find alternatives that protect our water, wildlife and neighborhoods. Sincerely, Catherine Morris |
| **4/21/2026** | Catherine Pasemann | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Preserving our nature and our water sources is extremely important. If there is nothing done then we will have nothing left. Please, help save what is lost!<br>Thank you for your time and consideration. |

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| **4/26/2026** | Catherine Provencio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Catherine Taveras | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/2/2026** | Cathleen Sutherland | We must stop this insane plan for a Mopac extension. Stop being short sighted and look at the incredibly negative impact it will have on the environment and our communities. Oh, wait, no impact study has been done?<br><br>From a native Austinite who actually loves her city,<br><br>Cathleen Sutherland |
| **4/20/2026** | Cathy Barnett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Cathy Chong | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Cathy Chong |

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| **4/23/2026** | Cayce Matteoli | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/23/2026** | Cayce Matteoli | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **5/3/2026** | Ceana Martinez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ceana Martinez |

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| **5/3/2026** | CeCe Lewis | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, CeCe Lewis |
| **4/25/2026** | Cecilia Jubera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Cecilia Mackey | Hi, my name is Cecilia Mackey, and I am against the MOSAC expansion, and I demand an environmentalreport done on this expansion, and I am not here for this expansion.I think that it will cause great damage to the environment and the wildlife surroundingthe area.Thank you so much. |
| **4/23/2026** | Cecilia Suknaic | I am concerned about the Mopac South Expansion Project. As a resident of Southwest Austin, I am impacted by congestion and traffic on Mopac daily. I am concerned about the environmental implications of this project, and the length of time and amount of money it will take to complete it. There are important environmental areas this project will impact - including over Lady Bird Lake and the Edwards Aquifer recharge zone. Even though it is promised in the environmental study that such places among others will not be impacted, the concern remains for me and many others. I also am apprehensive as to how this project will impact day-to-day drivers. Added toll lanes with fluctuating prices can impact those who can afford such prices on the daily basis, but that is only a small subset of drivers. In addition to these concerns, the length of time of this project that will close lanes and disrupt already congested traffic seems is a big concern for me and my neighbors. I am not personally sold by this idea and plan. I see it as another way TxDOT is trying to profit off of a problem rather to solve it for all drivers. Toll lanes are not the answer. |

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| **3/26/2026** | Cecilia Zuniga | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. Now let me tell you why:<br><br>I am a native Texan who has lived 55 of my 61 years in the Houston-Austin-Buda-Wimberley-Dripping Springs areas. I've watched the landscape change from green and vibrant to gray and struggling. Overdevelopment and overcrowding are turning our beautiful city into a landscape of concrete and steel that does nothing but reflect more heat, drive more pollution, degrade the quality of our air, deflate the viability of our water, destroy wildlife habitat and critical land spaces for resource-regeneration, and diminish the green spaces that not only mitigate stress, improve health and improve quality of life but drive tourism to the area which elevates the Texas economy.<br><br>Furthermore CTRMA's current road expansion proposal poorly considers, strongly diminishes and grossly misrepresents the environmental impact of the project, underestimating the environmental values of Texas residents and undervaluing the outdoor Texas lifestyle. It also grossly underestimates the negative impact on cherished wild spaces that residents and tourists flock to annually, as well as on wildlife habitat and the treasured wildlife residing there.<br><br>Additionally, history proves that such projects do not provide viable solutions to traffic congestion. Traffic continues to mount as migration dramatically increases, adding to poorly considered development projects, city overcrowding, increases in commuting, and an overall worsening of pollution and quality of life. Toll roads don't provide relief either, adding a double-whammy of additional costs on top of continued traffic congestion and increased stress for residents. Such immense road expansion projects consistently fail to place true costs on the negative health and lifestyle impacts to our city at large, focusing instead on narrow-minded, short-sighted, short-term goals that add no value to our lives in Texas in the long term.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs |

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| **4/18/2026** | Cecily Dennis | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Cecily Dennis |

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| **5/1/2026** | celeste padilla | * I'm writing to voice my concern over the unnecessary and destructive expansion to the southern end of Mopac. This project is a bad idea for the following reasons:<br><br>*<br><br>* Environmental Destruction: The project runs through the environmentally sensitive recharge zone, risking water contamination and damaging habitats for endangered salamanders. Our water is a precious resource that we need to protect. Likewise, there are caves (some likely still to be discovered) under this area that will be seriously at rick.<br><br>* Increased Pollution: Expanding the highway will increase ground-level ozone, nitrogen oxides (NOx), and particulate matter, significantly impacting our air quality.<br><br>* Minimal Traffic Relief: Adding toll lanes will not solve congestion and may only save 5 minutes for non-toll drivers - this according to various experts. This has been the case with virtually ever highway traffic expansion. Building (expanding) more roads isn't the answer, and yet it just keeps happening. Toll lanes also serve to highlight the inequity in basic things like driving.<br><br>* Quality of Life Impact: The expansion plans include significant sound walls, such as a 1.3-mile, 20-foot high wall near Zilker Park, and threaten to cause major disruptions for neighborhoods and schools like Austin High.<br><br>*<br><br>* Please don't ignore experts who have outlined what I've said above and more. Saving five minutes in traffic is not worth the cost.<br><br>*<br><br>* Sincerely,<br><br>*<br><br>* Celeste H. Padilla (austin resident for 36 years)<br><br>* |
| **5/2/2026** | Celia Mange | I am against this expansion project as proposed. Great care should be taken around the aquifer that millions of people depend on for drinking water. I think this plan is bad and I urge the CTRMA to vote instant. |

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| **4/23/2026** | Celine Maniwang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Celine Thibault | Drought is a constant in Austin. Water is in high demand with the growing population. Barton Springs is the heart of the city. Don't expand mopac. I hike the greenbelt every weekend and the noise from the highway is already loud. I do not support this expansion. Do your job and find ways to expand biking programs and bike-ways and public transportation. |
| **4/21/2026** | Cesar Sanchez Pere | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Cesar Sanchez Pere | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Chad B | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Chad B |
| **4/21/2026** | Chad Franco | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/19/2026** | Chadwick Wood | I am not in favor of adding any lanes to MoPac. I want to see more investment in public transit, HOV lanes, and other approaches to traffic solutions that do not create additional pollution, emissions, and waste of public resources. |
| **4/30/2026** | chalo | To whom it may concern,<br><br>Please reject any expansion of Mopac/Loop 1 anywhere along its length. This city is already so deranged with freeways that it is difficult for locals to make the right choice and get around by any other means than cars. The resources would be much better spent, and reduce congestion much more effectively, if they were used to enable other modes of transportation like cycling, trams, heavy passenger rail, or non-conflicting bus-only right-of-way. Those other modes would also confer improved urban development patterns and improve the net tax base far more than additional freeway lanes.<br><br>Insanity is sometimes described as doing the same thing over and over while expecting different results. That's freeways. They are an insane way to use public resources.<br><br>Regards,<br><br>Carlos Colina<br><br>Austin TX 78702 |
| **5/3/2026** | Chandler | I do not agree to the city trying to add toll roads. Our water is more important to conserve and Barton Springs deserves better |

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| **4/21/2026** | Chandler James | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Chandler James |

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| **4/9/2026** | Chandler Lawn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/9/2026** | Chandler Lawn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/16/2026** | Chandler Lawn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Chandler Lawn |

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| **4/9/2026** | Chandler Lawn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/21/2026** | Chandler Prude | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | chantal espinoza | Toll roads are not needed in this town. Roads are a public good, but when they threaten the core of what Austin is—we should do right by her. No Mopac expansion is needed. Protect the springs. Keep Austin cute. |

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| **4/24/2026** | Chantal Lesley | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Chantal Lesley |

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| **4/21/2026** | Chante Norfolk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Chantel Robles | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Charisma Stokes | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Charisma Stokes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Charisse Kelly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Charity Schaefer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Charla Wood | This will directly harm my neighborhood Clarksville. I demand a full Environmental Impact Statement (EIS) and real alternatives that avoid irreversible damage to our water, wildlife, and public health. Spend the money on mass transit. You're destroying what Austin is….. wildlife. |

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| **4/21/2026** | Charleen Aldaya | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Charleen Aldaya | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Charlene Tonning | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Charlene Tonning |

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| **5/3/2026** | Charles Abbott | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Charles Abbott |

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| **5/3/2026** | Charles Borgeson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Charles Borgeson |
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| **5/3/2026** | Charles Gillig | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Charles Gillig |
| **5/3/2026** | Charles Gillig. | Hi, my name is Charles Gillig. I'm calling on behalf of the Mopac expansion. I wouldlike to request for a full environmental impact study to be done before the expansion getsstarted, as I believe there are a lot of endangered species that will be destroyed if this expansiongoes forward without more study being done will also take away the recreationalabilities of being able to enjoy water in the Greenbelt for the humaninhabitants of Austin. Thank you. |

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| **4/25/2026** | Charles Kaough | Dear CTRMA Board Members,<br><br>Hello<br><br>I'm Charles Kaough, a civil engineer, who specializes in hydrology and hydraulics. I have been involved in the design in many roadway and developement projects, and the design of water quality treatment infrastructure. I know very well how roadway projects impact the environment, including changing the natural drainage of a watershed in ways that cannot be quantified.<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. |

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| | | Thank You for listening to a knowledgeable civil engineer who cares for the recharge zone.<br><br>Charles Kaough |

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| **4/21/2026** | charles njoroge | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/2/2026** | Charles Pruitt | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/25/2026** | Charles Smouse | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/2/2026** | Charles Watson-Hemphill | I see that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you |
| **5/1/2026** | Charles William Kaough | I am very opposed to the proposed expansion of MoPac South as proposed by the CTRMA ( TxDOT). I am a civil engineer, who specialty is drainage and water quality design. I have worked on many roadway projects and know the impacts of roadways on the environment and watershed drainage. I have lived in south Austin since 1998 and Austin since 1974. I have seen the endless highway expansions that only lead to larger traffic jams and then larger highway projects. I swim in the creeks of this area and at Barton Springs. I am very concerned with how a highway project like this will affect both our surface water and the quality of the water in the aquifer. More impervious cover in the recharge zone is not the answer, even with expensive water quality controls. Please have a thorough Environmental Impact Study done and consider alternatives the the proposed expansion that lessen environmental impacts to this area. |
| **4/22/2026** | Charley Grant | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Charley Grant | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | charlie Blaine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Charlie Doyle | Disclosure: I used to work for the Office of the Attorney General and contributed to case work related to TxDOT's condemnation activities. I grew up in Austin, so I am numb to the city's complete metamorphosis from a peaceful Hill Country town with its own culture into a nearly unrecognizable techno-elite, neo-feudalist abomination. Much of what made the city attractive to the limousine liberal elitist death cult that now inhabits it is now gone. This project seems to continue that trend. So if you want to keep making Austin Anaheim, then press on with this project. The definition of insanity is doing the same thing over and over again and expecting different results. Adding more lanes to existing roadways has proven time and time again to be ineffective to addressing transportation issues. It simply doesn't work in the long term. I am a conservative. I want to conserve our environment, conserve our way of life, and conserve our tax dollars to use on more effective projects. From an Austin native, with respect, please reevaluate these plans. |

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| **5/2/2026** | Charlie Plougmann | I am writing to respectfully request that the CTRMA provide mitigation activities and funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/23/2026** | Charlie stout | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/23/2026** | Charlie stout | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/20/2026** | Charlie Vasquez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. If you mess up Edwards Aquifer we'll move from this cursed land ! RIVERRATT 4LIFE ! |
| **4/21/2026** | Charlie Vaughan | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Please protect what I love about my home.<br><br>Thank you for your time and consideration. |

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| **4/21/2026** | Charlie Vaughan | Dear CTRMA,<br>I have lived in Austin all of my life. I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please protect what I love about my home.<br>Thank you for your time and consideration. |

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| **4/26/2026** | charlie wiedman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/20/2026** | Charlotte Norris | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Charlotte Sobeck | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Charlotte Sobeck |
| **3/23/2026** | Charly Spiker | I DON'T want a wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. Prolonged unnecessary construction also endangers our precious natural resources and the environment along the corridor. Traffic should not be addressed by adding more roadways. We NEED effective public transport options as well as safe walking and biking alternatives. |
| **5/3/2026** | Chase Cobb | get in there. Hello my name is Chase Cobb. I'm calling on behalf of theEnvironmental Science Institute at the University of Texas at Austin. I'm justhoping to leave a call in protest of the MOPAC expansion and ask that a morethorough environmental assessment be done before moving forward as I believeas it stands the expansion project would drastically affect the environmentalquality of the Edward Aquifer region,a really environmentally sensitive area.And yeah, I request that there be more thorough research donearound the environmental impacts before moving forward.Thank you. |

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| **5/1/2026** | Chase DuBois | To the MoPac South initiative:<br><br>Thank you for accepting public comments on this project. Transparency in government is important and I appreciate it.<br><br>As a Shady Hollow resident, I regularly depend on MoPac for driving access to downtown. I have also experimented with using local pedestrian and cycling infrastructure for access to downtown and other parts of South Austin, and would strongly prefer those options if they were more fully developed. But when I've tried to use options like the Violet Crown Trail, I've found them lacking. The surfaces are sometimes excellent but often rough; the routes are meandering; the signage is inconsistent; and ultimately the connectivity to downtown is incomplete, as the cycling-friendly portion of the trail ends at US 290. It's easy to say that there's no demand to justify investment in alternative forms of transportation, but that's a self-fulfilling prophecy, and I am concerned that investing another billion dollars in freeway connectivity will only deepen the region's reliance on cars and gaps in transit.<br><br>I outright oppose the widening of MoPac, whether for express lanes or not. Though this would relieve some congestion, and though I am sympathetic to that goal for emergency vehicles, I do not think that increasing highway capacity is a long-term solution for south Austin's transportation needs. Look at the example set by any other large American metro area and you will see that adding lanes only encourages more driving and therefore provides only a brief respite from the congestion it is intended to address. The variable-toll express lane option acknowledges this and attempts to address it, but in a way that inequitably benefits only those who are able to pay, while providing no long-term benefit to other drivers.<br><br>We should invest this money in public transit instead, whether that means better cycling connectivity (wide, clear, well-lit, direct paths along popular routes) or more frequent and reliable bus and rail service. Transit investments unlock sustainable growth; road and highway infrastructure investments trap us in a never-ending cycle of favoring cars over people.<br><br>At the very least, if the powers that be decide to proceed with a highway expansion, it should be paired with an expansion of infrastructure for non-car transportation. Especially if MoPac intends to annex 100 more acres of land, some of that expanded footprint should be shared with those who cannot afford the tolls or who reject the hegemony of the automobile over American life.<br><br>Chase DuBois |

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| **4/21/2026** | Chase Keller | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Chase Keller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Chase M | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Chauncey Robbins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Chaya Metzger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Chelsea Alvarez | To whom it may concern, As an Austin resident, I strongly oppose the proposed MoPac South expansion. Austin is at a critical point in its growth, and the decisions we make now will shape the future character, health, and livability of our city. Expanding MoPac South with additional lanes, particularly tolled express lanes, moves Austin backward, not forward. First, this project threatens some of Austin's most treasured natural and public places. The proposed corridor runs through environmentally sensitive land tied to the Edwards Aquifer recharge zone, which directly impacts water quality feeding Barton Springs Pool and the broader Barton Springs watershed. Increased pavement means increased polluted runoff—oil, tire particulates, heavy metals, and roadway contaminants—entering our creeks, aquifers, and springs. Once those ecosystems are damaged, they cannot easily be restored. OBJ Second, widening highways has repeatedly been shown to create induced demand: more lanes temporarily reduce congestion, then quickly fill with more cars, more development sprawl, and ultimately more traffic. Austin taxpayers should not spend hundreds of millions—reportedly around $824 million—for a short-term congestion bandage that creates long-term environmental, infrastructure, and quality-of-life costs. OBJ Third, this project prioritizes automobile throughput over real mobility solutions. Austin should be investing in transit, protected bike infrastructure, safer pedestrian corridors, and smarter regional planning—not doubling down on highways that divide communities, increase emissions, and make our city hotter, noisier, and less walkable. Finally, Austin's identity is inseparable from its green spaces, springs, trails, creeks, and outdoor culture. Places like Barton Springs Pool, the Barton Creek Greenbelt, and our surrounding Hill Country landscapes are not disposable collateral damage for another lane of traffic. They are what make Austin worth living in. We should choose a future that protects our environment, preserves our public lands, and invests in transportation systems that are sustainable, equitable, and worthy of this city. I urge you to reject the MoPac South expansion proposal. Sincerely, A concerned Austin resident |

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| **5/3/2026** | Chelsea Arena | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Chelsea Arena |

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| **5/3/2026** | Chelsea Bernal | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Chelsea Bernal |

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| **5/3/2026** | Chelsea Burns | Dear CTRMA,<br><br>I'm writing to express my opposition to the expansion of MoPac South. I live in Austin, and I am very concerned about the continuous expansion of pavement when decades of research show that additional lanes only serve to create induced demand. In addition, this extra pavement heats the city and will run through an environmentally sensitive area. More broadly, I am deeply concerned about how ever-expanding highways not only create giant scars through the city, but also make non-car transportation considerably more difficult. Walking and biking under massive roads is challenging, unpleasant, and sometimes dangerous. It also makes for worse air quality and noise pollution. It divides a city further, and studies show that over time, it will not improve travel times, but rather simply create greater sprawl and traffic.<br><br>Specifically, I ask:<br><br>1. That a full Environmental Impact Statement be completed, not an abbreviated Environmental Assessment<br><br>2. That alternative modes of transportation be prioritized in lieu of additional car lanes, in order to increase capacity in serious ways—Bus Rapid Transit would increase equity and make for a more viable mode of expanding road capacity. |

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| **4/23/2026** | Chelsea<br>Chelsea | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Chelsea Chelsea |

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| **4/28/2026** | Chelsea Freed | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Chelsea Freed |

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| **5/3/2026** | Chelsea Gay | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Chelsea Gay | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Chelsea Gay |

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| **4/20/2026** | Chelsea Ladendorf | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Chelsea Russell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Chelsey | Stop ruining nature |
| **5/3/2026** | Chelsey Brimer | Please do not expand Mopac. We do not need more tolls or express lanes. WE NEED MORE PUBLIC TRANSIT, PREFERABLY mass transit in the form of trains. |
| **5/3/2026** | Chelsi Fitzgerald | Money should NOT be going towards an endeavor that will ultimately increase pollution, traffic, and compromise natural community spaces, especially Barton springs. |

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| **4/17/2026** | Chenin Buck | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Chenin Buck |

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| **3/15/2026** | Cheris Lifford | Dear CTRMA Board Members,<br><br>You're ignoring all the studies that prove more lanes do NOT equal less traffic. As someone who is at Zilker Park every day, this project is a disaster for the Botanical Garden, the Nature and Science Center, the rowing docks and the hike and bike trail. Those are worth more to the city as a whole than a small stretch of highway. The city should be focusing on light rail and commuter buses up and down Mopac instead of this nonsense.<br><br>Respectfully,<br><br>Cheris Lifford |
| **3/15/2026** | Cheris Lifford | Dear CTRMA Board Members,<br><br>You're ignoring all the studies that prove more lanes do NOT equal less traffic. As someone who is at Zilker Park every day, this project is a disaster for the Botanical Garden, the Nature and Science Center, the rowing docks and the hike and bike trail. Those are worth more to the city as a whole than a small stretch of highway. The city should be focusing on light rail and commuter buses up and down Mopac instead of this nonsense.<br><br>Respectfully,<br><br>Cheris Lifford |
| **5/3/2026** | Cheryl Asumendi | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Cheryl Asumendi |

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| **5/3/2026** | Cheryl Hata | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Cheryl Hata |

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| **4/28/2026** | Cheryl Rae | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Cheryl Rae |

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| **5/3/2026** | Cheryl Smith | Dear CTRMA Board Members, Barton Springs is the Soul of Austin and always has been, even before it was Austin. Protecting that Sacred Water is crucial to Austin's Health....in more ways than you can imagine. Therefore: It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Cheryl G Smith |
| **4/14/2026** | Cheryl Tulkoff | The project deserves a full environmental impact assessment. The project should also ensure corridors / connectors for cyclists, pedestrians and public transit. |
| **5/3/2026** | Cheryl Wendling | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Austin has always been a unique place, in both culture and environment. We're already undergoing significant infrastructure construction and major inconvenience on pretty much every major road in town. We moved away from Houston to get away from this kind of "progress" at any cost. There are alternatives to the proposed changes that are less harmful to ecosystems and the lifestyle that people move here for. @ full environmental impact study should be done before making such a drastic change. Respectfully, Cheryl Wendling |
| **3/15/2026** | Cherylann Campbell | I want to protect the aquifer, greenspace, and overal environment of ATX. I iived in BartonHills hood for almost 30 years and now live farther out and could use more lanes on Mopac - but it is not worth it! Please listen to the public. Put money into rail systems and more public transportation...not more highways! |

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| **4/27/2026** | Cheyenne | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Cheyenne M. Kelker | I would like to oppose the expansion of mopac south. It will be a costly project of which I wish my tax dollars do not go to. The expanded noise pollution and closing of parts of the trail is detrimental to our community. Please reconsider this project |
| **4/22/2026** | Chiara Morel | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Chiara Morel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/18/2026** | Chloe Buzzotta | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Chloe Buzzotta |

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| **5/3/2026** | Chloe Koteras Reagor | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Chloe Koteras reagor |

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| **4/26/2026** | Chloë Peterson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Chloë Peterson |

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| **4/21/2026** | Chris Aguirre | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Chris Chaffin | Thank you for considering my comment. Myself and others in my neighborhood (Maple Run & Twin Creeks: The Park) use the paved and unpaved trails of the Violet Crown Trail leading to and from Dick Nichol's park to commute to various places nearby (library, stores, etc.) on foot and on bike. Specifically, we use an unpaved portion of the Violet Crown Trail near Nairn Drive & San Simeon (by a 2-story blue & white house) to cross under MoPac and head into the Dick Nichols park area. Questions we have include: Will there be any permanent closures to either paved or unpaved trails in this area? Also, why was this project put on hold from 2015-2021 during the environmental survey portion? Were there environmental concerns that arose? Have they been properly mitigated? |
| **4/20/2026** | Chris Flores | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Chris Flores | Dear CTRMA team,<br><br>Please note this citizen's comment: please pause the south Mopac plans until a complete and thorough environmental impact study (EIS) study of the proposed Mopac South expansion is done.<br><br>The current "skinny" EIS study is not enough.<br><br>Environment and people will be negatively impacted as the plan is defined now.<br><br>I think the plan as it stands is short sighted, it used exaggerated population growth data that just will not happen given the Austin and hill country's increasing heat and draught.<br><br>I think in the future decades, people will be migrating out of Austin. Our downtown office building half empty. Austin's public school district is closing 10 schools this year. Our country's population is shrinking.<br><br>Austin's Covid population growth was a statistical outlier. Six years post Covid, Austin's growth has stalled.<br><br>I think the south Mopac plan is based on a speculative future toll business, and unsustainable debt financing, not on the needs of Austin residents. It is ill conceived as it is.<br><br>An environmental, traffic movement, and effect on young human health should be studied and extensive public input are needed.<br><br>We citizen drivers have good ideas and we'd like to share them. We have cheaper, less environmentally damaging ideas.<br><br>Best regards. Thank you for listening.<br><br>Chris Flores |

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| **4/22/2026** | Chris Flores | Dear CTRMA team,<br><br>Please note this citizen's comment: please pause the south Mopac plans until a complete and thorough environmental impact study (EIS) study of the proposed Mopac South expansion is done.<br><br>The current "skinny" EIS study is not enough.<br><br>Environment and people will be negatively impacted as the plan is defined now.<br><br>I think the plan as it stands is short sighted, it used exaggerated population growth data that just will not happen given the Austin and hill country's increasing heat and draught.<br><br>I think in the future decades, people will be migrating out of Austin. Our downtown office building half empty. Austin's public school district is closing 10 schools this year. Our country's population is shrinking.<br><br>Austin's Covid population growth was a statistical outlier. Six years post Covid, Austin's growth has stalled.<br><br>I think the south Mopac plan is based on a speculative future toll business, and unsustainable debt financing, not on the needs of Austin residents. It is ill conceived as it is.<br><br>An environmental, traffic movement, and effect on young human health should be studied and extensive public input are needed.<br><br>We citizen drivers have good ideas and we'd like to share them. We have cheaper, less environmentally damaging ideas. |

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| | | Best regards. Thank you for listening.<br><br>Sent from my iPhone |

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| **4/21/2026** | Chris Fronk | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Chris Fronk |
| **3/20/2026** | Chris Gannon | Don't expand Mopac. |

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| **4/29/2026** | Chris Gannon | To the Central Texas Regional Mobility Authority,<br><br>I am writing to oppose the expansion of MoPac South. As an Austin Planning Commissioner and architect focused on walkable, transit-served housing, I am asking CTRMA to invest in infrastructure that actually reduces car demand.<br><br>As the analogy goes: Traffic is like a stack of dirty dishes, if you don't like washing the dishes, the solution isn't to just buy more plates - you need to invest in a dishwasher.<br><br>The induced demand research is unambiguous: this expansion will fill with traffic as fast as it is built, at the cost of neighborhoods, watersheds, and the political will to pursue real alternatives. This will push more traffic onto our local roads, increasing the already untenable traffic.<br><br>There is not one planning commission meeting where the dire state of Austin traffic is not front and center. Every development that is brought to us, every expansion of a conditional use permit, every single case we hear has neighbors concerned about the amount of cars they have to navigate daily. Adding more lanes increases the amount of cars and does nothing to calm the existing traffic.<br><br>Alternatively, $825 million spent on regional rail and active transportation would reduce demand on MoPac permanently. Spent on lanes, it will accelerate the demand it claims to address.<br><br>I also want to register concern about the process. Adding 110+ acres of impervious cover in an environmentally sensitive corridor while characterizing the impacts as insignificant is not credible. The public deserves a full Environmental Impact Statement, not an abbreviated EA designed to limit the scope of scrutiny.<br><br>Austin City Council has called for a better project. I support that call. I urge CTRMA to reject expansion and redirect this investment toward regional rail and active transportation, infrastructure that serves Austin's future rather than extending the failures of its past. |

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| **5/2/2026** | Chris Hilbrich | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Chris Hilbrich | Austin will never be the same. We all know it’s illegal to disrupt the rare animals living in these areas affecting by this build. Stop and do what’s right for our planet |
| **5/3/2026** | Chris Hope | Please don’t touch Barton Springs with this project. We are so much better than that. |
| **5/3/2026** | Chris Jones | Hi, my name is Chris Jones.I'm one of the co-owners of a company called Symbiosis, we do regenerative and restorativeland-based management and landscape design.And I wanted to submit my comment today and just really urge the necessity of making surethere is an environmentally sensitive plan in place for this development, not necessarilyagainst development.And I just think that we are expandingat the expense of critical resources when we skip steps.And it seems like all the informationthat I have been receiving is we are not taking the stepsthat we need to do a full environmental impact assessment.It's honestly kind of ridiculous to saythat there's gonna be no environmental impact.That's not possible.We just wanna make sure that the environmental impactis quantified as precisely as possibleand that there's a plan in place to restoreof what has been deserved.Thank you. |
| **3/28/2026** | Chris Locke | Please confine the 1.2 mile path from Meridian to Escarpment to connect Circle C. |

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| **5/3/2026** | Chris Logue | Dear CTRMA Board Members, Hello, my name is Chris and I've been an Austin resident since 2011. In that time, I've graduated from St. Edward's University, worked for the State of Texas and spent almost a decade at a local Austin business providing the community a place to relax, unwind, and enjoy some good food. I love this city and I've given it a lot of myself. <br /> One of the things I love most is how Austin has managed to maintain green space and access to outdoor areas and activity in the middle of the city. I've always appreciated that part of the identity of this city has been the way it cares about the environment in and around it. I've spent a lot of time in these areas and they're truly special both as a citizen who enjoys them recreationally but also specially ecologically. <br /> As someone who loves this city, I'm fully against the proposed MoPac expansion. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats. Air pollution will harm public health at Austin High, water pollution will harm Barton Springs, and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Chris Logue |
| **4/21/2026** | Chris Martinez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Chris Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Chris Oconnell | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Chris Oconnell |

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| **4/30/2026** | Chris Pepper | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/1/2026** | Chris Randazzo | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Chris Rios | Mopac keeps growing, but Barton Springs Pool keeps paying the price. More runoff, more pollution, more pressure on one of Austin’s most iconic natural spaces. We can’t keep expanding highways at the expense of our springs—protecting Barton Springs should be non-negotiable. |
| **5/3/2026** | Chris Teichert | I strongly oppose any expansion of Mopac including the current proposal. Adding lanes just induces more demand and does not actually reduce traffic, and will just more traffic and inconvenience during construction. This project will also irreversibly harm Austin’s green spaces. Please do not move construction forward. |

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| **4/21/2026** | Chris Wilson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Chris Yost | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Chris Yost |

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| **5/3/2026** | Chris Zahos | Dear CTRMA Board Members, I am writing as a concerned resident to express my strong opposition to the proposed construction and expansion project near Barton Springs Pool and the surrounding central Austin corridor. I am strongly urging you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">This project puts some of Austin's most treasured natural, educational, and ecological resources at serious and irreversible risk. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">First and foremost, construction within close proximity to Barton Springs threatens increased sedimentation and pollution runoff into the springs. These waters are not only a beloved recreational space but also a delicate ecosystem that depends on clean, clear flow. Even minor degradation could have lasting consequences for water quality and public health. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">The impact on students and faculty at Austin High School is equally concerning. Increased highway traffic will elevate levels of air pollution, exposing over 2,000 individuals daily to harmful emissions linked to respiratory and cardiovascular illness. This is not a theoretical risk—it is a documented public health concern. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">Additionally, this project endangers the already fragile habitats of the Austin Blind Salamander and the Barton Springs Salamander. These species rely entirely on clean, sediment-free water. Construction-related runoff and fine particulates can clog their gills and degrade their habitat, pushing them closer to extinction. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">The broader environmental consequences extend to Lady Bird Lake, Barton Creek, and the Barton Creek Greenbelt. Expanded bridges and increased traffic will introduce constant noise pollution, disrupt wildlife, and diminish the natural experience that residents and visitors rely on. Trail closures during construction will further limit access to these vital public spaces. Increased impervious cover will worsen stormwater runoff, sending pollutants directly into our waterways. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">Of critical importance is the risk to the Edwards Aquifer, which supplies drinking water to much of our region. Expanding pavement over recharge zones allows toxic runoff—including oil, heavy metals, and tire particles—to seep into the aquifer, threatening long-term water quality for the entire community. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">Finally, this project will result in significant loss of trees and parkland, including wide easements along both sides of MoPac. This means the permanent removal of natural shade, wildlife habitat, and essential green buffers that protect neighborhoods from highway impacts. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">This expansion represents an irreversible assault on the environmental, public health, and cultural fabric of Austin. Once these natural systems are damaged, they cannot be restored to their original state. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">Austin has a long history of protecting its natural resources and making forward-thinking decisions. I urge you to uphold that legacy by rejecting this project and pursuing alternatives that prioritize sustainability, public health, and preservation. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;">We have protected these places before—we must do so again. <p style="-webkit-text-size-adjust: auto; caret-color: #ffffff; color: #ffffff;"> For the love of water in Central Texas, Chris Zahos |
| **4/22/2026** | Chrissy | Nothing is more precious to our quality of life in Austin, than Barton Springs and the Edwards aquifer. Mopac has already infringed too far. There should be no further expansion into this natural treasure. |

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| **5/3/2026** | Chrissy Paszalek | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Chrissy Paszalek | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Chrissy Paszalek |

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| **4/17/2026** | Christa Conroy | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin<br><br>I met my partner at Barton springs. Our first date during night swim. I was nervous, excited, and I knew the deep cooling water of the spring would calm my system. The rush of fresh natural spring fed water allowed me to be my best and truly connect with comfort and ease. It will forever live in a special place in my heart where we shared our past, hopes, dreams, desires. While in the water, for the first time in my life I had a clear vision of my future and it was going to be with her. This is what the springs do, they bring people together, they heal, they transform. These springs are important. To me, the people of Austin and future residents that bask in the water that this city cannot afford to lose.<br><br>The amount of devastation this current expansion will inflict is incalculable. Ecologically, the stakes are clear. The Barton Springs salamander and Austin blind salamander depend on extremely stable, high-quality spring flows with narrow temperature and chemical tolerances. The springs are something that does not simply "bounce back" These are not conditions that can absorb additional risk without consequence. This expansion is something that changes the course of a city. People are drawn to Austin because of places like Barton Springs—a place where city and nature harmonize, a place to gaze at the city lights while bouncing weightlessly in the water, an experience truly unique. If that is lost or diminished, so is a major part of what makes the city worth living in.<br><br>Even small increases in contaminant load can have outsized impacts in karst systems like this one.<br><br>Sustainable urban growth depends on preserving the assets that make a city viable and desirable over time. Barton Springs represents a unique natural resource that cannot be replicated or restored once compromised.<br><br>This spring is something that deserves the respect and recognition this expansion is not giving. Please reconsider the harming effects this plan will inflict. |

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| | | The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Christa Conroy |

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| **5/3/2026** | Christa Tumlinson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Christa Tumlinson |

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| **4/25/2026** | Christen Hong | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Christen Hong |

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| **4/25/2026** | Christen Hong | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Christen Hong |

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| **4/2/2026** | Christi Bosco | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you.<br><br>--<br><br>Christina Bosco |
| **4/20/2026** | Christian Butler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Christian Ortiz | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Christian Ortiz |
| **5/1/2026** | Christian Riestra | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Christian Tamburri | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Christiana Reckling | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Christiano Prado | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Christiano Prado |
| **5/3/2026** | Christie applewhite | I am against the expansion of mopac. I live in southwest austin and commute daily to work and austin high school where my kids go to school. Mopac does not need to be expanded. The traffic is not that bad and the disruption to the natural beauty of the area and way of life for those of us in south austin would be catastrophic. Please DO NOT do this ! |

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| **5/3/2026** | Christie applewhite | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Christie applewhite |

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| **5/3/2026** | Christie applewhite | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Christie applewhite |

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| **5/3/2026** | Christie applewhite | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Christie applewhite |

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| **5/3/2026** | Christie Hale | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Christie Hale |
| **5/2/2026** | Christie Horne | I have lived in Austin since 2004. Some changes are great, others are not.  This Mopac project being proposed is a waste of time and money. We citizens don't care that money has been wasted on planning for it. Let it go!  We care that the project will destroy the most beautiful parts of Austin, such as the trail around town lake and Zilker Park.  I urge CTRMA to drop the plans that impact the area near Lady Bird Lake/Bee Caves Road which will cause horrible impacts to this sensitive, beloved region.  Please don't proceed. Let the costs be what they are and abandon the project!  Traffic will ALWAYS be an issue. People need to deal with it, take public transportation, carpool, bike and learn how to problem solve without destroying what exists...especially when it's critical and valued green space and nature.  Do not ruin the quality of life for the people that have invested so much to love and protect this area - it's why Austin is special. |
| **4/24/2026** | Christie Mokry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Christin Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Christina | As a concerned Austinite, it's obvious this project will do irreversible damage to our recharge zone. Water for our community is more important for generations instead of a few making money off the locals. Save our springs! |

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| **4/30/2026** | Christina Bonnington | Hello!<br><br>I'm a resident of 78750, and I regularly use MoPac South to get to the Zilker area, to get to the Wildflower Center, to get to Dripping Springs, and to get to Fredericksburg.<br><br>I do not want to see MoPac South expanded for the following reasons:<br><br>-Adding lanes does not improve traffic and transit long term due to induced demand. This is a flawed traffic alleviation strategy.<br><br>-This will increase pollution along this corridor and will have profound negative impacts for the Edwards Aquifer Recharge Zone and the unique flora and fauna that inhabit this sensitive ecosystem.<br><br>What I would like to see instead:<br><br>-Improved hike and bike infrastructure, including more regular safe, east-west crossings for people on bikes and shaded bike lanes.<br><br>-Improved public transit service and access. Increased bus service. What about a light rail that connects with downtown?<br><br>We don't need more highways or wider highways.<br><br>Thanks for your time,<br><br>Christina Bonnington |
| **4/29/2026** | Christina Bryant | I do not support the MoPac South project. This project has the potential to harm environmentally sensitive karst features, habitat for the endangered Barton Springs Salamander, and potentially pollute the Edwards Aquifer. The project will limit access to the Violet Crown Trail during construction. It will also increase traffic on MoPac during construction, and will overlap in time with construction on I-35, which will increase traffic overall in the city during the construction timeframes. Once construction is complete the average time savings for a non-toll driver will only be 5 minutes during rush hour traffic! Five minutes is not worth this traffic nightmare during construction and the likely harmful environmental impacts. I do not support this project and hope it is not allowed to continue. |

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| **5/3/2026** | Christina Dalrymple | Dear CTRMA Board Members,PLEASE strongly consider this egregious expansion and have the heart and integrity to conduct a full scale environments impact statement. (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. I live in Zilker neighborhood and the most enchanting part of this area is the nature surrounding. Any expansion should be INTENTIONAL and THOUGHTFUL towards the land, animals, and future impacts of a critical environment. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment APPARENTLY concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. Are you kidding me ????? For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction!!!!! Why would we do this? Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as |

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| | | we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Christina Dalrymple |
| **4/22/2026** | Christina DeStefano | I am against the expansion of Mopac. Adding eight lanes of toll roads to South Mopac endangers a sensitive area next to some of Austin's beloved park lands. This is an aquifer recharge zone, which affects groundwater supplies to the Barton Springs area. It makes it much more difficult for folks in West Austin to access parks like Zilker by foot or bike. Same goes for the Greenbelt. It increases concrete surface area, affecting runoff and increasing pollution in waterways. Also, Austin already has a piss poor air quality rating. If you add more roadways, it will increase urban sprawl, subsequently increasing amount of cars on the road. TXDOT: Keep Driving Austin (Crazy). STOP BUILDING MORE HIGHWAYS. I cannot stress how much a blight TXDOT is on the city of Austin. They say "Texas needs public transportation", then goes and builds more - highways. TXDOT: Doing Abbott's dirty work. |

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| **4/3/2026** | Christina Garvel | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Christina Garvel |

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| **4/21/2026** | Christina Gutierrez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Christina Liu | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Christina Liu |
| **5/2/2026** | Christina Ponder | I am against any further expansion of Mopac driving lanes. It would induce more driving, leading to air and water pollution and cost tax payers millions. We are already spending too much money and time (not to mention all the small businesses and homes we've lost) on the I 35 expansion. Don't double our losses. |

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| **5/2/2026** | Christina Ponder | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Christina Rodriguez | Hello, my name is Christina Rodriguez.I'm a resident of Austin and a resident of Barton Springs.I say I'm a resident of Barton Springsbecause I've slammed there every day for the past 15 years.And in those 15 years, I've noticed significant changesin the water, the water quality, the water flow,due to field projects, silt, and other contaminants thathave come into the water from overgrowth in our populationhere in Austin.This MOPAC expansion will increase a decimation of extremely vulnerable, fragile water supply,not only for us here in Austin, but for two plus million people in this region.The project at hand is not a solution, for it increases pollution.It increases, decreases quality of life for not only us citizens here, but other speciesthat live amongst us, demanding that an environmental impact statement be drawn and made public.Can other solutions be drawn to completely nullify this absolutely nonsensical buildexpansion of MOPAC South?It isn't the solution.What legacy do you want to leave?Are you really going to be proud of building more lanes and destroying such a preciousvital body of water that is the heart and soul of Austin?Is that the legacy that you want to leave?Is that the legacy that you want to leave?Or do you want to preserve and protectwhat makes Austin beautiful?What sustains us here?Again, my name is Christina Rodriguez.Please consider stopping this project. |

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| **4/10/2026** | Christina Rodriguez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Christina Rodriguez |

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| **4/10/2026** | Christina Rodriguez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Christina Sheehan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Christina Song | Dear CTRMA,<br>I am writing as a 37-year Texas resident and homeowner whose home is directly downstream from these waters. I write today in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Christina Trevino | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Christina Zamora | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Christine Dougherty | Dear CTRMA Board Members,<br><br>Good morning. I am a resident of Wimberley who has traveled into Austin a few times in the past year, using MoPac (among other roadways) to reach my destinations. Most recently, I attended a town hall meeting on the subject of MoPac South expansion, and I feel compelled to voice my strong opposition to the project.<br><br>It's not as if I can't see why the proposal exists. On my way to Stephen F. Austin High School, traffic slowed to a crawl just before I needed to exit. That doesn't justify rushing through the project without conducting a full Environmental Impact Statement, certainly not when there's so much at stake.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and Austin's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>I thank you for your time and attention.<br><br>Sincerely, |

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| | | Christine Dougherty |

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| **4/28/2026** | Christine Aprile | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>* Tree removal and vegetation loss eliminate natural filtration.<br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>* Karst features and caves supporting unique ecosystems will be destroyed.<br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Christine Aprile |

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| **5/3/2026** | Christine Baleshta | Dear CTRMA Board Members, <p data-start="404" data-end="755">I Oppose the MoPac South Expansion due to the environmental effects of runoff from construction entering our aquifert.  CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts allowing the project to threaten the Edwards Aquifer Recharge Zone and federally endangered species.  The project increases traffic-related air pollutio, and risks long-term degradation of Austin's parks and natural spaces. <p data-start="757" data-end="780">Key concerns include: <ul data-start="782" data-end="2196"> <li data-section-id="vtrp38" data-start="782" data-end="1003">Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.</li> <li data-section-id="11wkozu" data-start="1004" data-end="1350">Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.</li> <li data-section-id="1q7q9zu" data-start="1351" data-end="1665">Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.</li> <li data-section-id="1u6ck9e" data-start="1666" data-end="1882">Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.</li> <li data-section-id="1pkqq4i" data-start="1883" data-end="2055">Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.</li> <li data-section-id="155nsn4" data-start="2056" data-end="2196">Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.</li> </ul> <p data-start="2198" data-end="2385">Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. <p data-start="2387" data-end="2423">  Sincerely, Christine Baleshta |

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| **4/7/2026** | Christine Gilbert | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Christine Gilbert |

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| **4/22/2026** | christine langa | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | christine langa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | christophe amadi | I live in south west Austin since 2011 and use Mopac south daily. I am writing to express my strong opposition to the proposed MoPac South expansion project. This project, which proposes adding 6-8 new lanes to the corridor, is a direct threat to the sensitive Edwards Aquifer Recharge Zone. The travel saved time of minutes is not worth the damage to the environment nor is it a long term solution. With all the development happening south of Austin it is easy to see that a 10 lane highway would eventually also reach max capacity. The focus should be on sustainable, long-term transit solutions that do not damage our precious natural resources. I urge you to choose the "No Build" option. |

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| **4/28/2026** | Christopher Bentley | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Christopher Bentley |

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| **5/3/2026** | Christopher Correll | Dear CTRMA Board Members, We need public transit, we need metro lines not more lanes why don't you build a metro rail instead then at least all the impacts below might be worth it in the long run? What's the point of driving down mopac to get to Austin's beautiful pools and wildlife, if the destination you are going to doesn't exist anymore because you all prioritize cars over people, cars over children, cars over nature. I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Christopher Correll |

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| **5/3/2026** | Christopher Ford | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Christopher Ford |
| **4/21/2026** | Christopher Hill | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/9/2026** | Christopher La Conte | I'm a big supporter of the proposed addition of the MopAc south project. I drive northbound and southbound on Mopac every single day ever since the 45 connector was opened. The traffic has become significant during peak hours. This also has seemed to get worse and worse as more and more homes are being built south of Austin and many individuals are using the new connector to get to downtown Austin. It feels like the environmental toll of all of those cars sitting there is significant. Even more so the economic impact of so many individuals sitting idly is not beneficial from a financial or social perspective. The enhancements outlined do seem to alleviate a significant amount of traffic as many individuals are trying to get from south of slaughter to downtown or pass downtown. I'm in full support of this proposal. My only frustration has been how long this discussion has been going on. As indicated some of this started as early as 2013. Not only what I love to see this project completed. I would love to see it fast tracked. I'm happy to help out in any way possible from a civilian perspective. Please reach out to me and let me know how I may assist not only getting this project past but also getting it expedited. |
| **5/1/2026** | Christopher Levinson | Studies have continually shown adding more lanes does not decrease congestion and I’m concerned about the environmental impact. Not in favor of this moving forward |

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| **4/29/2026** | Christopher MacQuarrie | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. Thank you, CJ MacQuarrie |
| **5/3/2026** | Christopher Marin | I Think you guys should look into the environmental impact this project might bring about. San Antonio halted the construction of the 151 highway for a spider. I think you guys can look more into this before starting. |
| **4/14/2026** | Christopher Norton | We do not need another toll road on South MoPac because the proposal is solving the wrong problem with the wrong tool. What is currently proposed is an approximately 8-mile addition of express toll lanes from Cesar Chavez to Slaughter Lane, and even the agencies advancing it are still carrying a “No Build” option as the baseline for comparison in the environmental process. That matters, because it shows this is not the only possible response to congestion; it is simply the response the project sponsors prefer. A better strategy is to spend scarce transportation dollars on solutions that move more people, not just more cars. Even project materials frame the corridor’s purpose in terms of improving mobility for drivers, transit riders, bicyclists, and pedestrians. If that is truly the goal, then targeted transit improvements, safer bike and pedestrian connections, ramp and interchange fixes, and travel-demand management are more aligned with Austin’s long-term needs than building another pay-to-bypass lane. City leaders have already raised the concern that highway expansion can increase vehicle miles traveled, emissions, and sprawl, which cuts against Austin’s smart-growth and sustainability goals |
| **5/3/2026** | Christopher Peake | I could care less about the traffic. Stop expanding Mopac and I35. It’s so stupid and near sighted in that it’s a bandaid for a mass transit problem that is bleeding out. Find alternatives that are not to the detriment of our water and our beautiful trails around our city. Our centrally located springs are a sanctuary. They are a city feature like no other in the world, where we can escape the distractions of the nonsense in our world and take refuge in nature. Doing anything that can jeopardize that refuge is wildly irresponsible. |
| **5/3/2026** | Christopher Peake | Dear CTRMA Board Members, I am an Austinite of 17 years. I do not care at all about traffic. Find a new route or find an alternative that is not detrimental to our water or our beautiful trails around Austin that make our city great. Thank You for listening to your neighbors, Christopher Peake |
| **5/2/2026** | Christopher Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Keep Austin weird. Keep Austin beautiful.<br>Thank you for your time and consideration. |

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| **4/23/2026** | Christopher Scott | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Christopher Scott |
| **3/20/2026** | Christopher Smirnis | That portion of Mopac runs near many outdoor areas where people would be exposed to more pollution from the increased motor vehicular emissions, including the high school. We should be encouraging carpooling and public transportation through these areas, not more tail pipes |

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| **5/1/2026** | Christopher Wyatt | We can no afford to put billions of dollar toward huge highway projects that bring little in return. Watching so many projects over the State only to just see traffic continue to get worse proves to me that we need alternatives to driving. Therefore, I OPPOSE expanding MoPac South. I SUPPORT looking at regional rail projects such as Austin to San Antonio with multiple stops in the between. Lots of other transit, bike, and pedestrian projects should also be considered. I want a full EIS as well. I travel on MoPac often and would prefer to be on transit. My family is becoming more elderly and increasingly not able to drive and it's becoming hard to give them rides as well. But transit would work well for them.<br><br>Thank you for your consideration.<br><br>Chris Wyatt |
| **4/20/2026** | Christy Chohrach | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>💚 💚 💚 |
| **4/27/2026** | Christy Fountain | A thorough, fact-based, and complete Environmental Impact Statement is non-negotiable. This highway expansion should under no circumstances proceed until one has been submitted and fully considered by all community stakeholders. |

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| **5/2/2026** | Christy Gilbert | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Christy Williams | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/2/2026** | Ciara Birley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Ciara Freeman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Cici Seiler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Cierra Tucker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/14/2026** | Cinda Smith | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>CINDA Smith |
| **5/3/2026** | Cindy Gay Noland | The Edwards Plateau is a multi-level system, meaning there are underground rivers. These water are particularly vulnerable. We in Austin have fought 60 yrs. to preserve this special geography and its resources. Please stand against widening MoPace over the recharge zone. |
| **5/3/2026** | Cindy Geisman | Hello, my name is Cindy Geisman and I'm opposed to the MOPAC expansion.Everything that's special about Austin is at risk and I just can't believe that thisis even under consideration given the environmental impact.Please don't do this.I'm very opposed to this.Thank you.Goodbye.Have a great day. |

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| **4/22/2026** | Cindy Hancock | As a community member I do not want any changes to mopac south as it will not help with traffic patterns, it will only make it worse. I vote NO  The EA's Induced Growth Analysis Technical Memorandum (TxDOT 2025k) concludes that induced growth impacts are negligible because the corridor area is "mostly developed" (Section 5.2). This analysis conflates induced land use changes with induced vehicle travel demand — two distinct phenomena. The peer-reviewed literature (Duranton & Turner, 2011, "The Fundamental Law of Road Congestion") establishes that highway capacity additions generate proportional increases in vehicle miles traveled, regardless of surrounding land use development status. The EA does not address this traffic-induction effect. Let's request the final EA include an analysis of induced VMT using accepted elasticity-based methods, and that forecasted 2045 traffic volumes reflect induced demand rather than assuming static travel patterns. |
| **4/20/2026** | Cindy King | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/29/2026** | Cindy King | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **5/3/2026** | Cindy Stapper | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Cindy Stapper |
| **5/1/2026** | Cindy Whitesides | I understand this city is growing and traffic is a real thing, but I do not support this toll laned extension from downtown to slaughter lane on Mopac. It is a horrible decision that will be 10 yrs in the making and interrupting precious edwards aquifer recharge zones, nature, trails. |

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| **4/20/2026** | Cj Jacoby | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Clair Holt | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Clair Holt |

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| **4/26/2026** | clair Parada | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Claire | The traffic at MoPac and SW Parkway is a problem and needs to be addressed. there should be access to MoPac express lanes to/from SW Parkway. |
| **4/27/2026** | Claire Hempel | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. - Consider working with the City of Austin to build a parking garage under MoPac, adjacent to the Lake, where it crosses Zilker near the landfill. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Claire Barclay | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Claire Barclay |

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| **5/1/2026** | Claire Childers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Claire Childers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Claire Connor | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Claire Connor |

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| **4/22/2026** | Claire Dopkins | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Claire Dopkins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Claire Ferguson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Claire Heleniak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/23/2026** | Claire Hoover | Widening MoPac is not an effective approach to solving a traffic problem. Studies prove that more lanes = more traffic. This plan is distruptive, costly, and benefits no one |

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| **4/23/2026** | Claire Inge | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>One of the things I have admired about the city of Austin is its dedication to preserving nature. Austin's landscape and wildlife have suffered enough by Austin's growing footprint as we see Jacob's Well empty, the Greenbelt running dry, rolling hills turned into cookie cutter suburbs. It saddens me to see continued development at the expense of the natural beauty that Austinites and visitors get to enjoy. Be mindful of that before approving needless expansions that further destroys what makes Austin so special.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Claire Killgore | I do not support the expansion of mopac. Part of what makes austin feel like home is the trees, the lakes, the animals, and insects! Not only would this further harm all of those things but it would be detrimental to Mother Earth in general. We owe her more respect than this. I pray you prioritize life and people over profit. |
| **4/21/2026** | Claire Lensgraf | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Claire Lensgraf | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Claire Oswalt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Claire Palitza | There is too much road construction occurring in this state. You are concerned with travel times in 2045. If you start construction next year the travel times will be impacted immediately. I-35 is currently a nightmare of construction and congestion. If you think you must expand South Mopac, at least wait until I-35 is finished so people have a way to avoid traffic created by the construction. If both roads are under construction, traffic through the city will come to a standstill. Don't expand South Mopac! |
| **5/1/2026** | Claire Parker | Expanding mopac will not reduce traffic, it will just drive increased demand and make traffic worse as had been seen consistently in Dallas and Houston. It’s location close to the Edward’s aquifer also poses a material risk to Austin’s natural resources which will negatively impact all city residents. |

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| **4/29/2026** | Clare Joachim | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Clarissa C | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Clarissa C |

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| **4/26/2026** | Clarmanique Rivers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Claudia Carrasco | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | CLAUDIA E OROZCO | Please do the proper assessment to ensure there are proper investigations into the impact of the expansion in the water sources for Barton springs and surrounding areas, the endangered animals, and flora. The project should be paused until the proper assessment is completed and local residents informed |

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| **5/3/2026** | Claudia Goldsmith | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jenny Viney |

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| **4/16/2026** | Claudia Hawkins | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Claudia Hawkins |

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| **4/21/2026** | Claudia Lee | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Claudia Lee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Claudia Mendoza | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Claudia Mendoza | DO NOT EXPAND THE TOLL ROAD. PROTECT BARTON SPRINGS |
| **5/3/2026** | Claudia Morrison | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Claudia Morrison |

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| **4/23/2026** | Claudia Neba | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/23/2026** | Claudia Reese | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/2/2026** | Claudia Valdes | DO NOT EXPAND THIS HIGHWAY PLEASE DO A FULL ENVIRONMENTAL IMPACT STUDY |

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| **4/21/2026** | Claudio Nunez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Claudio Nunez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Clayton Ghering | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/9/2026** | Clifford Priddy | I like that you are doing two lanes each way, good design, seems well thought out. I wish that this project extended all the way to SW Toll 45 as I am afraid there will be a bottleneck every day each direction between SW Toll 45 and Slaughter. |
| **3/20/2026** | Clinton Waggoner | My primary concern continues to be the exit from southbound MoPac to westbound Bee Caves Road.<br><br>1. Moving the exit to Bee Caves Rd further north is a step in the right direction, but not nearly enough. Still need to merge across 3 lanes of traffic in a short distance. A recipe for accidents and backed up traffic trying to exit MoPac for Bee Caves Rd.<br><br>2. The best solution would be a dedicated ramp that connects directly to Bee Caves Road west and goes over the feeder road lanes to avoid traffic exiting for Bee Caves road the necessity of needing to merge across 3 lanes of traffic in a short distance.<br><br>3. A second alternative )and my preferred approach) would be to add a bridge across Town Lake for the southbound MoPac feeder road. Traffic wanting to travel west on Bee Caves could then exit north of the river and take a significant load off of a complex interchange. There is a lot of traffic coming from Enfield Road and further north on MoPac that just wants to get across the river and go out Bee Caves road. Don't force that traffic to get on MoPac south for a very short distance and then exit. That will slow down the interchange.<br><br>Clinton Waggoner |
| **5/3/2026** | Cloey | Please don’t do the toll over the springs! |

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| **5/3/2026** | Coco Martinez | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Coco Martinez |
| **4/30/2026** | Cody McGuire | I disagree with Purpose #7 listed in the Purpose and Need memo: "7. A dependable and consistent route for transit buses and vanpools will encourage multiple occupant vehicle usage, which will allow more people to travel through the corridor and help reduce congestion levels..." Making the road capacity larger to accommodate more volume will not encourage buses or vanpools. Also, the historical sentiment of the areas this gateway serves do not lend well to bus or vanpool ridership. I think this is a notable goal, but not one that is achievable through roadway construction. Also, bus ridership for the 2 bus routes that enter Oak Hill have been disrupted for the past 5 years by construction of the Oak Hill Parkway so recent ridership data may be skewed. It may improve in the future after Oak Hill Parkway is completed, but it may not if the population density of public transit riders on those 2 routes does not increase. The claim about the New Route 971 (Oak Hill Express) needs to be reconsidered. There has not been a park-and-ride in the area for 5 years and CapMetro is only now exploring possible locations for a new one. The "New Bee Cave Express, which would connect the City of Bee Cave to downtown Austin via Bee Cave Road" has 2 viable options: FM 2244 (Bee Caves Rd.) or SH71-US290-Loop1. The 2244 route is difficult due to the local pushback from the surrounding neighborhoods and that it would require improvements outside of the scope of this project. The latter route is more developed and a better option. Both use a small portion of the proposed changes to South Mopac. While this may be considered a benefit, it is very minor and should not be emphasized without more definition to the future route. In Section 3.1 of the Purpose and Need memo, I think the TxDOT STIP dates need to be updated. |

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| **4/30/2026** | Cody McGuire | On the Schematic Roll Plot: The SUP crossing of US 290 on the NBFR will require bridge widening. The existing "sidewalk" is 3' wide and there does not appear to be enough room on the existing bridge to shift traffic enough to accommodate 3 lanes and an SUP. There is an existing pond near STA 815+00 that is not labelled and the new tolled lanes will travel directly over it as it is in the median between existing NB & SB lanes. Why are there 3 turn lanes from SBFRWC (at STA 900+00) onto eastbound William Cannon? There is only 1 turn lane from the NBFR to westbound William Cannon. It would be helpful to connect Convict Hill Rd. to the Mopac frontage road. It may require restructuring of the intersections between Brushy Country Road, Convict Hill Road, and the frontage road and the existing urban trails (SPUI or Roundabout opportunity?) The SBELABRP at Lake Austin Blvd has very tight turns. The first turn also has a raised pedestrian crossing. I think this will serve to unbalance vehicles entering at this point and cause unnecessary accidents. If you were to modify the east abutment of the existing bridge where the SBELABRP starts, you could run the existing City of Austin trail under that bridge, then loop it back around to connect with the existing trail on the south side of Lake Austin Blvd and provide a safer travel route for the trail and the vehicle traffic using that entrance. A different alternative is to have W. 6th turn once it crosses under the UPRR ROW and merge with the WB Cesar Chavez DC to Mopac. |

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| **5/2/2026** | Cody Stone | Mr. Bass, Mr. Ferguson, and the CTRMA Mopac South team,<br><br>Attached is a City of Austin Mopac South Draft Environmental Assessment comment summary letter, and the link below includes the full submittal package with detailed comments in the appendices for download. This includes several City of Austin department comments for various Mopac South environmental report submittals. We appreciate your ongoing coordination on this regional project.<br><br>MopacSouth_DraftEA_SubmittalPackage.zip <https://cityofaustin.sharepoint.com/:u:/s/tpwPDD/IQDibapnmxIKR6FqMNJ0uKjpAWDPUG4s_5kjCQ7BbpzXpQc?e=6xXhjl><br><br>Please let us know if you have any questions or comments. We are available to meet and discuss any City comments. Also, please let me know if there are any issues in downloading the comment submittal package and I can coordinate the file transfer.<br><br>Sincerely, |

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| | | Cody Stone, P.E., PTOE<br><br>Managing Engineer – Project Delivery<br><br>Austin Transportation and Public Works<br><br><<Attachment>> |

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| **4/20/2026** | Colby Gober | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Do not - it up with the aquifer, and do not destroy what everyone comes to this city for, or even think you can move forward without safeguarding it. Wrong - city to steamroll.<br>Thank you for your time and consideration. |
| **5/3/2026** | Cole Nguyen | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Cole Nguyen |

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| **4/21/2026** | Cole Pletka | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Cole Pletka | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Cole Wade | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/21/2026** | Coleen Dieter | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **3/22/2026** | Colin Clark | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Colin Clark |

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| **4/24/2026** | Colin Gong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/6/2026** | Colin Ingarfield | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>There are many reasons to oppose this project, but to me these are the biggest:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>To save 5 minutes?? What an enormous waste of resources. Build a train like every other sensible city in the world. Thank you.<br><br>Sincerely,<br><br>Colin Ingarfield |

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| **5/1/2026** | Colin Irwin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Colin Rust | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/1/2026** | Colleen Taylor | Although I do not live in Austin, I am a frequent visitor and often stay at a hotel in the affected area. My husband and I target this area because of its environmental richness of this area, including the Barton Creek drainage and environmental corridor, the karst landscape which hosts an abundance of rare and diverse species, the landscape fostering the golden cheek warbler population, and the the Lady Bird Johnson wildlife center, to name just a few. Yes we sometimes encounter congestion on Mopac, but it is worth it. I also have a daughter that lives in the area, and the downsides of the construction greatly outweigh the benefits to her. Austin is truly a unique and special place and this area is home to rare species that will be severely impacted. Don't ruin this area with this construction. |

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| **4/21/2026** | Colleen Dieter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/24/2026** | Colleen Farrell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>colleen farrell |

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| **5/3/2026** | Colleen Ketchum | Dear CTRMA Board Members, I am opposed to the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I am concerned on the impact a construction project of this size and nature will have on the surrounding waterways and natural areas. In addition, I foresee this creating massive traffic congestion. We cannot engage in a multi highway redevelopment when the only other major roadway through Austin is undergoing a massive expansion of its own. It will create significant roadblocks for North-South travel in the city, forcing more cars into surrounding neighborhoods and clogging up those streets instead. Here are some other reasons why I am opposed to the MoPac expansion, especially without an environmental review: Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Colleen Ketchum |

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| **5/3/2026** | Colleen Nothern | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Colleen Sears | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Colleen Sears |

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| **4/29/2026** | Colleen Theriot | We (myself and my spouse) are 40-yr residents of Austin. We live in Tarrytown, adjacent to the area of the proposed Mopac South project. We are VEHEMENTLY OPPOSED to this project as it stands. 1- We MUST have a full environmental impact study done. This project could do irreversible damage to Barton Springs and the Edwards Aquifer - once spoiled, forever lost! The environmental factor here is so critical to the health and character of this community that this, ALONE, should rule the day. 2- This project would essentially be I-35 West thru our precious central city and residential areas. It's GHASTLY, and it's not needed because it will NOT SOLVE PROBLEMS. Bigger highways simply bring in more traffic and that's a well-documented fact. Dumping the increased vehicles onto the smaller streets in town will lead to MORE congestion, not less. Finish the damn LIGHT RAIL like every other major city has, and let's finally bring folks in & out of our core in a sensible and environmentally responsible manner. Duh! 3- Years and years of construction over Lady Bird Lake and next to Austin High School and Zilker Park would be horrendous, and do lasting damage to the Trail. Not having the Roberta Crenshaw footbridge for years is utterly unacceptable. Completely covering it with multiple additional lanes is also wrong! This is one of Austin's top tourist attractions, not to mention the kids at AHS would have to breathe tons more polluted air the whole time they're attending (and our kids went to Austin High, and did sports and marched band in the fields there - it's a lot of exposure!). 4- The loss of green space and heritage trees along the widened highway is another environmental disaster - you CANNOT make up for such a loss of our mature canopy. As climate change worsens, losing these trees just increases the heat-island effect. Big NO! I could go on but I won't. Please RETHINK this project and let's put the $billion it will cost into finishing a modern light-rail system that actually solves vehicular traffic problems instead of making them worse. Thank you for your consideration. |
| **4/27/2026** | Colleen Trabold | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Collette Hill | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Collette Hill |
| **5/3/2026** | Collette Lain | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Collette Lain |
| **5/3/2026** | Collette Steed | Dear CTRMA Board Members, I hated Austin when I first moved there. When I moved away, I gathered all my closest friends at Barton Springs for a sunrise cold plunge to say goodbye to a city and community I grew to love deeply. I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Collette Steed |

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| **3/23/2026** | Collins Balcombe | Hello,<br>We live south in the Heights of Loma Vista (78749) and I work downtown and have to travel Mopac South every day after work. I get out of work around 4 pm. It is a complete nightmare after you cross 290 heading south towards William Cannon - the nightmare begins as early as 2:30 pm and extends until 6:30-7 pm on weekdays. I know this because I have altered my work hours to try to mitigate the awful traffic and nothing works.<br><br>As you know, the bottleneck occurs when the three lanes converge into only two lanes south of William Cannon. I am mystified how anyone thinks there could be significant impacts to the environment when the right of way pretty much already exists on the left lane as a enormous shoulder that appears to be 20 to 30 feet wide - clearly enough to fit another lane - all you need to do is draw the lines! Yes, new construction would be needed further south towards 45 when that right away dead ends, but the impact should be minimal.<br><br>We enthusiastically support this project and are optimistic that you will begin construction as soon as possible. It would be great if you could kindly reply acknowledging receipt of this message.<br><br>Thank you,<br>Collins Balcombe |
| **5/3/2026** | Colton Postus | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Colton Postus |
| **5/2/2026** | Colton Weaver | The "one more lane" approach continues to fail austinites; look at the loss of heritage trees and constant construction and congestion on I35. Public transit should be infrastructure priority; this will cause environmental damage for a sliver of time savings. Not to mention the loss of green space in a beautiful part of Austin, and the potential effects on the aquifer. I am an arborist and I understand the push and pull of preserving natural resources and development. This proposal is a losing battle. It will not be a net benefit to Austinites. If this rushed proposal is forced through, serious consideration needs to be placed on infrastructure supporting the aquifer, tree preservation and replanting, and support for bikes and pedestrians. The construction will no doubt go on for far too long, effectively causing more congestion - I thought that was the problem this was going to solve? Leave the destruction to i35. It's embarrassing that the eminent domain wasn't used for a train line; I understand that TXdot was in charge there, and that the city has been disappointed about their preservation measures. Protect our green spaces, do not continue to lean into car infrastructure offering minutes of savings for years of extra congestion and potentially irreversible damage to our aquifer. |

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| **4/20/2026** | Colton Wilie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Concerned Citizen | Please do not further destroy Austin's nature to further the pockets of corporations and government. From my perspective, when MoPac is congested, about half the time is because of lane closures for roadwork. Maintaining existing roadways is already a headache, please let's not add more reasons for additional roadwork. Adding more lanes is not the answer. Studies have shown that simply adding more lanes does NOT reduce traffic - look at Katy freeway in Houston as an example. The largest highway in THE WORLD and there's still heavy bumper to bumper traffic 9/10 times going through the whole freeway. It's even more egregious that the expansion will be toll ways, aka more ways to tax the county citizens. Please think about the next generation. Congestion will not matter when our world is no longer habitable. |
| **5/3/2026** | Conner Cantu | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Conner Cantu |

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| **5/3/2026** | Conner Oleary | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/4/2026** | Connor Burke | I am strongly opposed to the MoPac South expansion project. If MoPac commuters think traffic on MoPac is bad now, it will get significantly worse if a large scale construction project begins. For what? To hopefully reduce traffic 10-20 years from now? Guess what? Numerous studies show that highway lane expansion DOES NOT decrease traffic because growing city populations will naturally fill the highway up during rush hour if there is availability to do so. If a highway has a brief period of available capacity following a construction project it will fill up quickly as the supply of availability will naturally be consumed. Just look at highway 75 in north Dallas, lanes have been added numerous times and traffic was bad during construction and is bad now (much worse than MoPac). If we really care about reducing traffic on MoPac during rush hour, we would build trains like the CapMetro Red Line. |

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| **5/3/2026** | Connor Burns | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Connor Burns |

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| **4/27/2026** | Connor Carson | I am writing to respectfully request that the CTRMA provide mitigation activities and funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **3/24/2026** | Connor Gibson | Highway expansions are consistently disastrous wastes of taxpayer money that worsen public health, divide communities, and paradoxically worsen travel commutes due to induced demand. I urge CTRMA to instead invest in alternatives to car transport, such as bike paths, pedestrian infrastructure, and transit, rather than waste money on a highway expansion that will ultimately fail at its stated purpose. |

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| **4/30/2026** | Connor Gibson | To whom it may concern,<br><br>My name is Connor Gibson, and I have lived in Austin for four years now. Highway expansions are consistently disastrous wastes of taxpayer money that do not improve traffic, contribute to pollution, and worsen our collective health.<br><br>I oppose expanding MoPac South. Instead, I support regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Thanks,<br><br>Connor Gibson |
| **5/3/2026** | Connor Gockel | I believe the funding CTRMA would dedicate to the Mopac widening project would much better serve the people of Austin and its environment by aiming to reduce vehicle miles traveled and aid in meeting Austin's city mobility and climate goals. The money should be spent on regional rail, improving transit infrastructure, and expanding walkability through pedestrian infrastructure and trails. |
| **5/2/2026** | Connor Leigh | The mopac south expansion with its current plan is further dividing Austin instead of protecting what makes the city special. More toll lanes and construction along the most beautiful part of the city is NOT how we should be creating lasting value for Austinites. I'm disappointed in the current path towards paving Austin into a central Houston. A plan for the expansion of Mopac needs to protect our unique ecosystems and serve the city, not cut it in half. |

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| **4/29/2026** | Connor McClelland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Connor Sale | MoPac expansion should not be something prioritized by the City or state. The city and state should prioritize developing public transit that reduces the number of vehicles on the road rather than increasing the number of lanes that will lead to more congestion on the freeway. |
| **4/20/2026** | Connor Wallace | MoPac runs through the heart of our community. The decisions you make on this project will shape not only our transportation network, but also the character, health, and livability of this corridor for decades. I urge you to treat environmental and community protections as essential elements of the project—not optional add-ons.<br>Specifically, I respectfully and passionately ask that you include the following measures in the final project scope:<br>Robust tree preservation and expanded tree planting to protect shade, air quality, and neighborhood character.<br>Avoidance of parkland encroachment so we do not sacrifice the very green spaces that make this area worth traveling to and through.<br>Capital improvement reimbursements for affected community assets to ensure that schools, parks, and other shared resources are not left worse off by this project.<br>A genuine noise wall workshop with meaningful community input, so residents have a real voice in how protections are designed, located, and implemented.<br>An open space fund dedicated to long-term preservation and restoration, recognizing that construction impacts are long-lasting and require long-term stewardship.<br>A permanent green fund to support ongoing environmental mitigation and ensure we can respond as conditions change over time.<br>These measures are not about stopping progress; they are about doing it right—so that mobility improvements do not come at the cost of our environment, our public spaces, or our quality of life. |

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| **3/24/2026** | Constance Ballou | Dear CTRMA Board Members,<br><br>I ask that you consider buying RIght of Way for a future light rail system to avoid more damage to our aquifer and environment. Texans are not ready yet, but one day, light rail will be our mode of transportation both healthier for the environment and faster. BUY THE LAND now, and when that day comes, you'll be ready.<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. |

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| | | These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Constance Ballou |

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| **4/23/2026** | Constance Marshall | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **3/19/2026** | Corbin Brooke | I oppose this planned expansion in the environmentally (and socially!) sensitive area between Chavez and Slaughter. We know highway expansion doesn't fix congestion, literally decades of research on this. I support converting an existing highway lane to a HOV/transit lane and think CTRMA should look to invest in transit, walking, and biking. |

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| **5/3/2026** | Corbin Cary | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Corbin Cary |

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| **3/17/2026** | Corbin Portet | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Thank you,<br><br>Corbin Porter |
| **3/28/2026** | Cordelia Bryant | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Thank you. |

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| **4/23/2026** | Cordie Grosvenor | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/6/2026** | Corey Peters | This project will be an absolute disaster for our city. It is not needed, and the people living in South Austin (who this will supposedly benefit) do not want it. We do NOT need more express lanes. We do NOT need even more construction and delays on our major highways while they are already expanding I35, 360, 71 and 290. In addition, this project could have disastrous impacts on Barton Springs and the surrounding greenbelt. The risks are too great for virtually no benefits. “Estimated” traffic reduction of less than 20 minutes by 2045, seriously?! Please, please, please do not move forward with this mopac expansion project. |
| **4/29/2026** | Corey Rose | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Corina Sanchez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Corina Sanchez |

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| **5/3/2026** | Corina Sanchez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Corina Sanchez |
| **5/3/2026** | Corine Romero | Austin’s green spaces are what make Austin a great place to live. Natural spaces are rare spaces these days and invaluable. Please do not take away any more of our land. |

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| **5/3/2026** | Corinne Loperfido | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Corinne Loperfido |
| **4/21/2026** | Corinne Vliet | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Corinne Vliet | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Cortney May | Dear CTRMA Board Members,PLEASE, THIS IS MY HOME!!! The only thing worth living for!!! This is my precious space that I love and come to often to rejuvenate and find peace. It is what makes Austin worth living in, the balance of big city life and outdoor recreation. Please don't take that away from us, it's what makes Austin home to so many of us!! <br /> I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. |

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| | | Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Cortney May |

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| **4/20/2026** | Cortrae Wiggins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Cory Subasic | I DONT WANT: • A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: • Continuous pedestrian-bicycle paths along the project's length. • Converting an existing highway lane to a HOV/transit lane. • CTRMA to invest in transit, walking, and biking—not double down on highway expansion. This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. |

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| **4/24/2026** | Costello Duncan | To the CTRMA,<br><br>As a citizen of Austin, Texas, I can see how your efforts in the Mopac Expansion Project aim to improve the lives of many, but I'm reaching out to you today to urge you to look past the surface of the expansion's impacts and see how desperately our environment needs to be further considered. I'm not here to tell you that we don't need to improve our roads, but I am here to say that I stand with Evergreen Austin and the Better Mopac Coalition, and with them, I plead for an Environmental Impact Statement.<br><br>Every day, the bird song in the morning, the flowers on your drive to work, the butterflies that pollinate our gardens, the lizards the elementary schoolers chase, and the rest of the many natural wonders of daily life are threatened by human activity. Every act of urbanization furthers this, and Barton Springs, Edward's Aquifer, and our parks are some of the few locations that help protect our wildlife and maintain a connected balance between nature and humanity in our city. If the Mopac Expansion Project is not revised to TRULY protect our environment, Austin's beautiful greenery will be sacrificed for the sake of convenience.<br><br>Not only do our parks protect our wildlife, but Barton Springs houses something that is truly just ours: the Barton Springs salamander. They are widely cherished by our community, and are already classified as an endangered species. |

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| | | As you move forward with this project, I implore you to consider to the pleas of the population you seek to help, and use your position of power for the good of Austin.<br><br>Earnestly,<br><br>Costello Duncan |

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| **4/28/2026** | Court Harris | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Court Harris |

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| **5/3/2026** | Courtney Bailey | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Courtney Bailey |

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| **5/3/2026** | Courtney Crowley | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Courtney Crowley |
| **5/3/2026** | Courtney Fults | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Courtney Fults |
| **4/22/2026** | Courtney Grisson | Please address the City of Austin's "state of environemtan 2025 annual report" and how this project will negatively constribute to urban heat, air quality, ground level ozone, and VOC's. In addition, it would move up further away from the City of Austin's "climate equity plan" goals of reducing fossil fuel use in order to reach our net zero tage by 2040. Not to mention all the native it would disrupte. Please make sure you do a proper EIS! |
| **5/3/2026** | Courtney Lizmi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Courtney McWhorter | Dear CTRMA,  Thank you for your continued efforts to advance a comprehensive solution for the MoPac South corridor. These proposed improvements are both timely and necessary to address the anticipated growth of approximately 85% in Travis and Hays Counties over the next two decades.  I write to express my support for the draft Environmental Assessment's conclusion that the project will not result in significant environmental impacts. Based on the analysis presented, this determination appears well-founded and reflects a thoughtful and balanced evaluation.  The successful implementation of the MoPac South project will play an important role in enhancing regional mobility, supporting economic vitality, and accommodating the long-term needs of Central Texas.  Thank you for your consideration. |
| **4/20/2026** | Courtney Merchant | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Courtney Stuhldreher | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Courtney Titus | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Courtney Titus | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Courtney Whitworth | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Courtney Whitworth |

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| **5/3/2026** | Coy Valentine | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Coy Valentine |
| **5/1/2026** | CR Thomas | Please, please, please build greater capacity on MOPAC South. Build it to minimize watershed impact, but build it. Please. Thank you! |
| **5/3/2026** | Craig | Do not destroy Austin's resources. Adding lanes does not alleviate traffic. |

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| **4/24/2026** | Craig Mueller | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Craig Mueller |

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| **4/24/2026** | Craig Mueller | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Craig Mueller |

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| **5/3/2026** | Craig Nazor | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, our city's cherished Barton Creek Greenbelt, Zilker Botanical Gardens, and the Austin Nature Center. It will disrupt neighborhoods, increase air, light and noise pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it will cause. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Wildlife, as well as some human activity, is disrupted and driven off by loud traffic noise and all-night light pollution. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer and more polluted water, compounding harm during our already long, hot summers.<br /><br />I was the Horticultural Consultant for the Hartman Prehistoric Garden. The proposed upper deck and increased lanes passing right next to Zilker Botanical Gardens will do damage to the visitor experience to this $1.5 million gift to the City by the Hartman Foundation. The sound will be a disrupting factor at all times. The light at night will disrupt wildlife life cycles in this garden and in the butterfly trails planted throughout Zilker Botanical Gardens.  "If you build it, they will come." The projected gain of "5 minutes" in travel time down MoPac will be short-lived, because in every other case in Texas, increasing road capacity attracts more drivers, quickly negating any positive time gains made by increasing road capacity. The environmental damage, however WILL BE PERMANENT.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, our cultural assets, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Dr. Craig Nazor |

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| **4/22/2026** | Crawford Gordon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Crawford Gordon |

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| **4/22/2026** | Crawford Gordon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Crawford Gordon |

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| **4/21/2026** | Cristian Coronado | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Cristian Coronado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Cristian Olarasu | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Cristiano Firmani | I do not approve of this project mainly due to the inconvenience to the community by introducing more construction and slowdowns as well as the environmental effect of the project. |

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| **4/28/2026** | Cristina Guerra | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Cristina Guerra |

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| **4/23/2026** | Cristina Tzintzun | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Crystal | Do not expand Mopac or add more toll lanes |

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| **4/30/2026** | Crystal Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Crystal Mireles | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Crystal Peña | Stop now and reassess. Work with the groups protecting our natural resources. Out future is at stake lives, animals, integrity. |
| **5/3/2026** | Crystal Rodriguez | We do not need more highway expansion! It will ruin whatever we have left of the city |

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| **5/3/2026** | Cullen Rollins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Curissa Groll | Dear CTRMA Board Members, <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 20px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000;">I am an Austin resident submitting a public comment in opposition to the proposed South MoPac expansion project. <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;"> <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;">I am deeply concerned about the potential environmental impacts this project could have on Barton Springs, the Edwards Aquifer recharge zone, and the surrounding ecosystems that make Austin unique. Barton Springs is not only an environmental treasure, but also an essential community space that supports recreation, biodiversity, tourism, and quality of life for residents. <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;"> <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 20px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000;">Expanding highway infrastructure through environmentally sensitive land raises serious concerns about increased stormwater runoff, water pollution, habitat disruption, and long-term degradation of aquifer health. Once damage occurs to these systems, it cannot easily be reversed. <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;"> <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 20px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000;">I am also concerned that expanding roadway capacity may worsen long-term traffic patterns through induced demand rather than meaningfully solving congestion. Austin deserves transportation solutions that prioritize sustainability, environmental protection, and long-term resilience instead of doubling down on car-dependent infrastructure. <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: |

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| | | normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;"> <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 20px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000;">As a healthcare professional, I also believe public infrastructure decisions should consider community health impacts. Increased vehicle traffic contributes to air pollution, noise pollution, urban heat, and reduced access to green space — all of which affect public wellbeing. <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;"> <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 20px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000;">I urge decision makers to prioritize alternatives that invest in public transit, environmental conservation, and smarter urban planning while protecting Barton Springs and the Edwards Aquifer for future generations. <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 12px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000; min-height: 13.8px;"> <p style="margin: 0px 0px 12px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 20px; line-height: normal; font-family: 'Times New Roman'; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-stroke-width: 0px; -webkit-text-stroke-color: #000000;">Thank you for considering my comment. Sincerely, Curissa Groll |
| **4/2/2026** | Curtis Rogers | Please delay this project. The I-35 expansion will make more drivers rely on Mopac, so a project now will cause more problems. |

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| **5/1/2026** | Cutter González | Dear CTRMA,<br><br>I oppose the MoPac South project as currently proposed. The 100-acre expansion of MoPac's footprint is an ecological catastrophe — one which we are pursuing despite the high cost (nearly a billion dollars!) and marginal and doubtful benefit to Austinites and regional travelers.<br><br>A better MoPac South would include wide, shaded bike and pedestrian paths, bike and pedestrian east-west crossings every quarter mile, meaningfully contribute to public transit reliability, and — perhaps most importantly — not expand the highway. |
| **5/3/2026** | Cy Strain-Seymour | Dear CTRMA Board Members, I strongly oppose the MoPac South highway expansion project. As well as impacting the environment, it would destroy or restrict access to some of the places I've spent the most valuable and memorable times of my life. As someone who has grown up in Austin and plans to live here for the forseeable future, I would urge you to consider the longer-term impacts of this project. I've been visiting Lady Bird Lake practically my whole life, kayaking and biking with my dad and later with my friends. Seeing this area ruined first by construction and then by vehicle noise and pollution, as well as having the light blocked out by the extra lanes, would seriously impact how I and many others use this beloved area. I've also been going to Barton Springs for years, and continue to enjoy the Barton Springs pool with my friends. It's a beautiful spot used by many people including families, and I would hate to see it polluted by this project. Another thing I and many others love about Austin in general is the trees, parks, and green spaces. This project's removal of much public parkland would be tragic. This is all aside from the impact on endangered species like salamanders, and on the water supply. These factors make this project a really short-sighted move. I have been very excited to return to and live in Austin after college, but without the areas and species that make Austin different from so many other places, Austin wouldn't be the great place that I have lived in practically all my life, and I know that many others feel the same. Thank you for listening, Cy Strain-Seymour |

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| **4/21/2026** | Cynthia | Dear CTRMA,<br><br>Austin is one of my favorite cities in our US… please don't do this!!!!!<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br>Cynthia |

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| **4/23/2026** | Cynthia Wilkerson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Cynthia Wilkerson |

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| **4/21/2026** | Cynthia Carvajal | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br>Cynthia |
| **4/21/2026** | Cynthia Carvajal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Cynthia |

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| **5/1/2026** | Cynthia Geisewite | Hello,<br><br>Below I have detailed the reasons why I, an Austin resident of 32 years, am against expanding South Mopac.<br><br>This expansion will:<br><br>Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail;<br><br>and<br><br>Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn't see it, Austin's air quality just received a failing grade from the American Lung Association).<br><br>Seems like a net negative to me.<br><br>Don't go through with it if y'all actually care about the people and animals who inhabit this fair city of ours.<br><br>Lukewarm regards, |

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| | | Cynthia Geisewite |

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| **5/3/2026** | Cynthia Jordan | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Cynthia Jordan |

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| **3/18/2026** | Cynthia Lyon | Dear CTRMA Board Members,<br><br>I grew up in Austin. I have been swimming in Barton Springs for over 50 years. It is the crown jewel of Austin and it is a huge part of Austin's highly touted quality of life. I have watched its water quality decline over the last 30 years. I still swim there regularly and am grateful that we still have this treasure in our city. It would be absolutely reckless and possibly devastating to Barton Springs to proceed forward with this Mopac South expansion project without requiring a full Environmental Impact Statement (EIS) before moving forward with this construction.<br><br>The Draft Environmental Assessment raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>Expanding pavement coverage by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into the recharge zone that feeds Barton Springs.<br><br>The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and air pollution. It would severly impact the thousands of residents, families, students, cyclists, runners, rowers, and paddlers who use the Butler Hike-and-Bike Trail, another crown jewel that is an essential part of Austin's renowned quality of life.<br><br>The Edwards Aquifer faces enormous stress from drought, rapid population growth, and expanding development. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the Butler Hike and Bike trail, the greenbelt, Zilker Park, and the neighboring preserves are part of the cultural identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of what makes Austin Austin<br><br>Cynthia Lyon |

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| **4/25/2026** | Cynthia Maldonado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Cynthia Mattox | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Cynthia Mattox |
| **5/1/2026** | Cynthia Reynolds | We don’t need any more roads or traffic that would impact or degrade Barton Springs. |

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| **4/24/2026** | Cynthia Tarver | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/19/2026** | Cynthia Torres | Dear CTRMA Board Members,<br><br>I strongly oppose the proposed MoPac South expansion for the reasons listed below. I urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project as this proposed expansion runs right through the heart of what makes Austin beautiful and the reason I call this place home.<br><br>Surprisingly, the Draft Environmental Assessment concludes the project will have “no significant impacts,” while simultaneously raising serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. The public still does not want this the environmental harms far outweigh the alleged benefits.<br><br>The Edwards Aquifer already faces greater stress from drought, rapid population growth, and expanding development, this is why a full and thorough environmental review is needed. In addition, a full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of Austin, |

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| | | Cynthia Torres |

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| **5/3/2026** | Cynthia Watts | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Cynthia Watts |

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| **4/23/2026** | Cynthia Wilkerson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **3/21/2026** | Cyral Miller | MOPAC already cuts through sensitive land. Once we destroy more of our incredible natural habitat, it will be gone forever. This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas. Do NOT expand MOPAC! |

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| **3/26/2026** | Cyral Miller | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I have lived in Austin for over 40 years. I have watched as my city grew more rapidly than I could have ever imagined. There are reasons why people move here, and the unique land, the natural features like Barton Springs pool and the hiking trails, Zilker Park and other public green spaces are high on the list. These are precious resources that once destroyed can never be reclaimed. The land under the proposed MOPAC extension is vital habitat and water filtering. Don't destroy that which gives us our quality of life, especially when there are alternatives!<br><br>I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day. |

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| | | The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Cyral Miller |
| **5/2/2026** | Cyral Miller | I oppose the MoPac South expansion. You want a full Environmental Impact Statement (EIS)! It is insane to cause this level of environmental damage for a few minutes faster car commute. There are better solutions! Please support funding for rail, transit, and biking instead.<br><br>Sent from my iPad |

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| **3/23/2026** | D | I do not want anymore toll lanes. I have already paid with my taxes. I do not want to have to pay again. Do not make the lanes toll lanes. Make them FREE. |
| **4/23/2026** | D Peacock | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | D Peacock | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Da'Moni Babineaux | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Daina Holliday | I am strongly opposed to the MoPac South Project because of the dire environmental consequences it will have on the water resources/recharge zones below. |
| **4/29/2026** | Daisy Broesche | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/12/2026** | Daisy Clark | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Daisy Clark |

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| **4/28/2026** | Dakota Boyle | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Dale Pohly | Dear CTRMA Board Members, I do not know a single person who wants this MoPac expansion. I regularly commute on this highlighted section of the highway and I also regularly the hike and bike trail under it. I know many friends who regularly enjoy the hike and bike trail, kayak on Town Lake, and enjoy observing the unique wildlife in the area. I know many people to whom this area of Austin is special. I do not know anyone who supports the MoPac lane expansion. I do not see how it will benefit the average Austin resident at all. More lanes in a highway hardly alleviate traffic and the amount of Environmental destruction it could cause is staggering. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals all depend on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Dale Pohly |

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| **4/30/2026** | Dale Weisman | I strongly oppose the CTRMA's massive South MoPac expansion plans. I could write volumes why your expansion plans are a bad idea for Zilker Park, Austin High School, Barton Creek and Barton Springs, the Edwards Aquifer, Lady Bird Lake's water quality, surrounding South Austin neighborhoods and Austin in general. Here are my key points: 1) Massive expansion of MoPac, which could cost nearly a $1B by some estimates, will do little to alleviate MoPac traffic congestion in the long run. Numerous highway studies (such as studies of the classic Houston's Katy Freeway expansion) have shown that adding more lanes does not ease traffic; expansion begets MORE traffic. The toll lanes on North MoPac have done little to alleviate overall congestion and are simply costly "Lexus lanes" for commuters who can afford to pay the exorbitant surge fees. A key word in CTRMA is "Mobility" – explore other sensible options to enhance real mobility other than highway expansion. 2) I do not believe that CTRMA's environmental assessment claiming that environmental impact on the Barton Creek watershed and aquifer will be nil to negligible. Common sense tells me that the combination of construction runoff and future highway runoff with more oil, bits of tires and other pollutants from increased traffic will cause significant environmental degradation in the sensitive recharge zone, threatening Barton Springs and several endangered species. At the very least, conduct a more thorough environmental assessment and work closely with the SOS Alliance and City of Austin environmental scientists before you publish outlandish claims of no environmental impact. 3) I live near Zilker Park and use the Butler trail system almost ever day. This area will become ground zero for construction equipment for many years to come. By some estimates, it may take more than 8 years to complete this massive project. Just look at the neighborhood disruptions caused by the I-35 expansion and also the Hwy 290 freeway construction through the Oak Hill area. The MoPac expansion construction will not only impact access to the park and trail system but will also negatively impact Austin High and the health and wellbeing of many attending students. 4) MoPac South expansion, if completed, will significantly increase the level of traffic noise all along the highway corridor. I live within a mile of South MoPac and I can already hear the traffic day and night. I can only imagine how much louder it will be if your toll roads are up and running. 5) I believe that constructing toll lanes on South MoPac, connecting to SH 45, is part of a broader TxDOT scheme to connect SH 45 to I-35 South and ultimately to MoPac. What a disaster that will be for current users of MoPac, which would effectively become a bypass loop to traffic-jammed I-35, allowing massive 18-wheeler and other non-commuter traffic to further clog MoPac. MoPac was never designed to handle the kind of traffic that jams I-35. 6) For many people who understand CTRMA's mission, CTRMA seems to be synonymous with tollways. You need to change your organization's mission and pivot to other sustainable, more climate-friendly forms of mobility. I applaud CTRMA's efforts to add bike and pedestrian infrastructure to your roadway projects. Do more of that, and less toll lanes. Furthermore, CTRMA should shift its focus to regional mobility based on high-speed and conventional rail options linking Austin to San Marcos, New Braunfels and San Antonio, as well as points north to Georgetown and beyond. We need a "Red Line" South to get commuters out of their cars. Texas simply cannot build itself out of the surging statewide traffic jams on major freeways by simply adding more lanes to existing highways. As we approach the middle of the 21st century, I'm hoping conventional cars as we know them today will be anachronisms, increasingly supplanted by mass transit (think European models) for long-haul transit and micromobility options for "the last mile." For these reasons, abandon your plans for the South MoPac extension. Otherwise, we'll see you in court and at many large-scale protests. |

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| **4/22/2026** | Dale Weisman | CTRMA Board members,<br>It is unacceptable for the Central Texas Regional Mobility Authority (CTRMA) to continue disregarding the significant environmental and community impacts of widening and elevating portions of MoPac South through the neighborhoods of Austin, Rollingwood, and West Lake Hills. The porposed highway expansion directly over the Edward Aqufier Recharge Zone, threatens water quality and endangers the alread precarious survivial of four federally listed endangered species, including the Barton Springs and Austin Blind Salamanders. Furthermore, the expansion will exacerbate localized air quality concerns, near sensitve areas like Austin High School, where students and teachers will bear the brunt of increased air pollution.<br><br>Without a full Environmental Impact Statement (EIS), CTRMA is risking irreversible environmental harm, years of disruptive construction, and the permanet loss of endangered species; all for a project that may fail to deliver the minscule, promised traffic benefits. The Austin community rejects the proposed "finding of no significant impact" and demands that the CTRMA, as part of a full EIS, prioritize meaningful community engagement to develop modern, sustainable alternatives that address congestion without sacrificing environmental protections or public health.Please don't do this- the toll lanes are not necessary and won't help alleviate traffic. The toll lanes on N MoPac are not that effective. The years of demolition and construction will be disruptive to traffic (like the 290 y project) and the aquifer and water quality of barton Springs will degrade. This is insanity. We need ot spend this money on public mobility options that get commuters out of their cars. How about a red line south! I totally oppose the MoPac Expansion. |
| **5/3/2026** | Dalia Rubinowicz | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Dalia Rubinowicz |
| **5/3/2026** | Dallas Cyr | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Dallas Cyr |

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| **5/3/2026** | Dalon Stone | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Dalon Stone |

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| **5/1/2026** | Damian | Hello, My name is Damian Valdivieso. Myself and my partner Elyse live south of slaughter at ravencroft. We commute into downtown, across the river on Lamar, and next to BASE HQ by the river on s. congress daily for work. We love spending time in town, our hobbies often take us to west gate, the green belt, and north Lamar near airport and Springdale. The community would benefit from a light rail system for the people that live here not one just for tourist, but also instead of a bigger highway. Mopac is great when it's needed, but there are other options that benefit everyone. Please use these funds to help expand the light rail down south of slaughter ln. I can promise you we and people we now would use it daily. We moved to Austin from Houston and DFW back in 2019. We have bought a home and love living in Austin. Since we have moved here, both sets of parents and siblings have joined us in Austin, buying homes. I would hosntly give up a lane or a few on 35 and mopac if it meant I can get to the domain by light rail/train. Please think about this and let's make Austin safe and give the opportunity for other modes of transportation (train/bikes). Y'all have done an amazing job with capmetro bikes and bike lanes. I use them regularly on days we commute onto town, and lunch runs. Please expand light rails and bike share resources south of the river for the community that lives here. Thank you for your time! Damian Valdivieso |
| **4/24/2026** | Damian Murillo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Dan Brodnax | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Dan Houbrick | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Dan Houbrick |
| **4/24/2026** | Dan Manco | This is an incredibly poorly thought out project. First of all, there are the environmental concerns in an extremely sensitive area. The environmental concerns must be addressed independently from TxDOT and associated project agencies. Second, more lanes = more traffic. Countless studies have shown this to be true. Want real world examples? See Houston, TxDOT's recent project in San Antonio, Los Angeles, etc. This project is nothing more than political pay-offs for TX state government's cronies. Third, this project will ruin the general aesthetics of an area already in danger do to overdevelopment. For example, examine TxDOT's Oak Hill project. Not only is it/will be INCREDIBLY UGLY, it has ruined the neighborhood's aesthetics reducing it to a neighborhood separated by an expressway to Dripping Springs. Thank you for your attention to my comments. STOP THIS PROJECT. Sincerely, Dan Manco |
| **5/3/2026** | DAN MCNAMARA | I am a property owner in Rollingwood (406 Farley Trail 78746), including Bandit Cave, only 500 yards away from MoPac north bound; a long time resident of Austin; and, a longtime and frequent user of Zilker Park, the Austin Nature Center, Town Lake, the Zilker Park Club House, and Barton Springs. I strongly urge a full EIS on the MoPac South Extension Project. The likely impacts to my property in Rollingwood, including my ability to access my property from MoPac, and to the Parks and Greenbelts of Zilker Park are immense and devastating. The value of these parkland treasures to Austin, Rollingwood and it’s countlesss visitors and other users is immeasurable. I also strongly urge less harmful alternatives, especially those articulated by the Austin City Council, Travis County Commissioners Court, and the Urban Transportation Commission. Respectfully submitted- Dan McNamara |
| **3/25/2026** | Dan Rogers | Please move forward with this project as soon as possible. It has been needed for years. The tens of thousands of people stuck in traffic on this section every day are voting FOR this project with their use of the existing under capacity facility. |

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| **5/3/2026** | Dana Hegar | The proposed 8.77-mile expansion of South MoPac—from Enfield Road to Slaughter Lane—poses a direct and well-documented threat to Barton Springs, the Edwards Aquifer, and the communities and ecosystems that depend on them. The Edwards Aquifer is a karst system, defined by caves, fractures, and sinkholes that allow water—and contamination—to move rapidly and with minimal filtration. As documented in hydrogeologic studies (Zappitello et al., 2019; Hauwert et al., 2004), pollutants entering the recharge zone in areas like Sunset Valley and Manchaca can reach Barton Springs in a matter of days. This is not a slow, buffered system—it is fast, vulnerable, and highly interconnected. The proposed expansion would add 7–8 lanes directly over one of the most sensitive sections of the recharge zone, increasing impervious cover and concentrating roadway runoff. More lanes mean more oil, heavy metals, tire particulates, and chemical pollutants entering nearby creeks and recharge features. Past roadway projects in the region have already demonstrated measurable increases in contaminants such as PAHs and nitrogen in surrounding waterways. This project also increases the risk of acute contamination events. A single fuel or hazardous material spill over this terrain could move quickly through subterranean conduits and reach Barton Springs with little opportunity for mitigation. The ecological consequences are equally severe. The expansion threatens multiple known habitats of endangered species, including the Barton Springs salamander and the Austin blind salamander, both of which depend on stable, high-quality groundwater conditions. These species are not resilient to rapid changes in water quality; their decline would signal broader system failure. Additionally, construction and expansion would remove native vegetation that currently slows and filters runoff, further accelerating pollutant transport into the aquifer. This compounds an already fragile system under increasing pressure from regional development. Approximately 60,000 people rely on this segment of the Edwards Aquifer for drinking water. Barton Springs itself is not only a cultural landmark but a direct indicator of aquifer health. Impacts to its water quality are effectively irreversible on human timescales. Finally, expanding highway capacity in this corridor is unlikely to resolve congestion in the long term and instead risks inducing additional traffic, compounding both environmental degradation and public health impacts. Given the clear scientific evidence, the scale of risk, and the irreplaceable nature of the resources at stake, this project should not proceed without significantly stronger protections, a full accounting of aquifer vulnerability, and serious consideration of alternatives that avoid the recharge zone entirely. Protecting the Edwards Aquifer and Barton Springs is not optional—it is essential to the long-term viability of Austin. |
| **5/3/2026** | Dana Hegar | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Dana Hegar |

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| **5/3/2026** | Dana Weed | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Dana Weed |

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| **4/28/2026** | Dana Yohner | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Dana Yohner |

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| **4/24/2026** | Dane Jackson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Danelle Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Dangelo Colter | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | DAngelo Colter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Dani Juarez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Dani Minjarez | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Dani Minjarez |

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| **4/21/2026** | Dani Witham | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Dani Witham | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Danica Salcido | Do not disturb the wonderand beauty that is Austin, we don't need more traffic lanes. We need to sustain, maintain, and protect the natural waterways in the city. |
| **5/2/2026** | Daniel | I strongly disagree with any mopac construction happening simultaneously with 1-35 construction. Also, I do not believe extending the toll is in the best interest for Austin. It will not decrease traffic patterns and will only be used for people who can afford the tolls. Horrible idea. |

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| **5/3/2026** | Daniel Alexamder | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Daniel Alexamder |

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| **3/16/2026** | Daniel Brodnax | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Daniel Brodnax |

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| **3/16/2026** | Daniel Brodnax | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Daniel Brodnax |

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| **5/3/2026** | Daniel Broesche | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Daniel Broesche |

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| **4/27/2026** | Daniel Corder | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/16/2026** | Daniel Crooks | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Daniel Crooks |

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| **5/3/2026** | Daniel Crooks | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Daniel Crooks |
| **5/3/2026** | Daniel Crooks | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Daniel Crooks |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Daniel Crooks |

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| **4/16/2026** | Daniel Crooks | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Daniel Crooks |
| **3/13/2026** | Daniel DiJoseph | I think this project would be a big improvement to Mopac's existing configuration and help alleviate congestion in some key areas south of US 290. Specifically, I like the added capacity and the elimination of the weave between US 290 and William Cannon Dr. I really like the idea of extending the express lanes further south. These could be very useful in the future for transit and automated vehicles, and provide a reliable trip for at least some people if they are willing to pay a cost. I am also excited about the improvement to the Cesar Chavez/6th Street connections to SB Mopac, as those are currently very congested at certain times. I think the new configuration for that interchange will help. With this and the I-35 improvements, Central Austin would have nicely upgraded N-S highway facilities (with express lanes) to serve the region for the foreseeable future. I am in support! |

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| **4/11/2026** | Daniel Eichholz | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Daniel Eichholz |

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| **5/3/2026** | Daniel Gomez | I am not in support of the Mopac or toll expansion. Zilker Park, Barton Springs and Lady Bird lake are essential to our communities and wildlife. Instead I suggest creating a toll free loop system, as Austin is increasing in population constantly and would benefit from one giant toll free loop with easy access to all of Austin and its surrounding towns and suburbs. Example: Loop 1604 San Antonio, Texas U.S.A |

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| **3/19/2026** | Daniel GoodNguyen | I really don't want additional expansion work on Mopac. Let's invest in other forms of public transit, like walking and biking paths, busses, and trains. Increasing Mopac capacity is digging us deeper into a car dependent, traffic filled dystopia. |
| **4/30/2026** | Daniel Hackney | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **4/21/2026** | Daniel Harrison | I am a resident of Williamson County and am concerned about pollution of the Barton Springs segment of the Edwards Aquifer. I oppose the planned expansion of the MoPac South Expressway because of the resulting pollution that it would cause to the Edwards Aquifer. The MoPac should not be expanded in this environmentally sensitive area. |
| **5/3/2026** | Daniel Haverlah | This plan to expand MoPac from Enfield to Slaughter is not acceptable. Ive lived in Oak Hill for 45 years and we have already lost too much wildlife and trees in Oak Hill. South Austin's ecosystem is full of caverns and is essential to the quality of Barton Springs Pool and the greenbelt area. Absolutely Not!! |
| **3/16/2026** | Daniel Johnston | Please please please do not approve this expansion. Everyone is frustrated by the non stop expansion of 1-35 and it seems like it will never end. The west side of Austin is beautiful and needs to remain untouched. Please don't do this. |

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| **5/3/2026** | Daniel K | As a lifelong Austinite, please reconsider going forward with the Mopac South expansion. This is NOT something the city needs right now. Mopac south has always been one of the most beautiful and enjoyable highways precisely because it is not a mega-highway. Even though traffic during rush hour may seem bad, compared to I-35 and other highways in Texas, it is relatively mild (even Mopac north experiences worse traffic during rush hour). Sitting alongside the greenbelt and the beautiful wildflowers during spring make Mopac south a pleasure to take. Please do not ruin this by trying to expand the highway lanes and making it bleak like every other highway. One thing to consider is that we are on the cusp of having autonomous vehicles that have the potential to relieve some of the traffic. There are unlimited possibilities in the future for changing transportation as we know it today. It would be foolish to place your bets on a multi-year expansion project that at best barely puts a dent on traffic congestion. Outside of rush hour, Mopac South is hardly ever busy and at times it can be completely empty. I am urging you to keep Mopac South how it is and to avoid falling into the trap of many other expansion projects that end up failing and contribute negatively to the city. Thank you. |
| **3/19/2026** | Daniel Little | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/1/2026** | Daniel Little | Hello,<br><br>My name is Daniel Little and I am a resident of Austin (78751). I am reaching out with a public comment regarding opposition to the MoPac South Expansion proposal.<br><br>I oppose expanding MoPac South. Instead, I support regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA). I am car free in Austin, and am concerned about the long-term consequences for the city from continual investment in highway expansion. Existing research tells us that expanding highways does not relieve congestion, but rather induces demand for use of the highway, which cuts against the city's stated goals of reducing congestion and increasing modeshare diversity. This is a quality of life concern for residents that will have to contend with the consequences of increased traffic, particularly in the places where pedestrians have to cross MoPac at the frontage roads where it bisects neighborhoods. I already frequently cross the MoPac frontage roads at Lake Austin Boulevard for bike commuting, and it is a harrowing experience even with the walk sign on. Additionally, this is an environmentally sensitive area. Barton Springs and Barton Creek Greenbelt are community assets. Any expansion of any infrastructure in this area needs to carefully consider the environmental impacts. I strongly support a full Environmental Impact Statement.<br><br>Thank you for your time.<br><br>Best,<br><br>Daniel<br><br>--<br><br>Daniel Little<br><br>he/him/his |

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| **4/22/2026** | Daniel Mcneese | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Daniel Mcneese |

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| **5/3/2026** | Daniel Ortiz | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Daniel Ortiz |

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| **5/3/2026** | Daniel Pernik | Dear CTRMA Board Members,The Springs is the Soul of the City! It is one of the most unique and special aspects of Austin. Its protection must be one of the city's top priorities. <br />I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your |

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| **4/22/2026** | Daniel Roberts | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Daniel Roberts | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Daniel Ronan | I am an Austin voter. Using other means to ease congestion, including transportation demand management, using more tolling, and working with large traffic producers to use alternative routes, investing in walking, biking, and transit will all be so much more cost efficient than the current $800+ million proposed project. Please look into these reasonable alternatives that will save Texans time and money in the long run. |

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| **5/3/2026** | Daniel Salinas | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Daniel Salinas |
| **5/3/2026** | Daniel Salinas | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Daniel Salinas |
| **3/28/2026** | Daniel Schmidt | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it’s only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians that bike on the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. I am on the Meridian neighborhood committee dedicated to advocating for a safe and reliable way to achieve access to the rest of Austin with this very short 1.2 mile path. I am happy to provide further information including graphics. Thank you. |

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| **5/2/2026** | Daniel Wang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Daniel Wiener | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jennifer Kane |
| **5/3/2026** | Daniel Wiener | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, David Wiener |

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| **5/3/2026** | Daniel Wiener | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Daniel Wiener |

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| **4/21/2026** | Daniela Carlock | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please do not let Austin turn into the landscape of Houston or Dallas with its massive freeways running through this city. Austin's parks, aquifer, green belt, and quiet spaces must be protected at all costs.<br>Thank you for your time and consideration. |
| **4/22/2026** | Daniela Martinez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. "A city within a park" is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Daniela Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Daniela Munoz | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Daniela Munoz |

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| **4/23/2026** | Daniella Garcia | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Daniella Garcia |

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| **4/3/2026** | Daniella Garcia | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Daniella Garcia |

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| **4/21/2026** | Daniella Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Daniella Levy | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Danielle | I am deeply concerned about the environmental impact the toll roads would cause in an environmentally precarious recharge zone. We need a full report done before any planning is even proposed. Toll lanes put barely a dent in the issue of traffic, but will cause decades of damage if not fully destroy an ecosystem and way of life that makes Austin Austin. |

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| **4/4/2026** | Danielle Hargett | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Danielle Hargett |
| **5/3/2026** | Danielle Adkins | Please do not add toll lanes over the springs' watershed! Waterway accessibility and ease is one of the things that makes Austin, well, Austin. Gutting any part of that will change the very fabric of the city. Who wants to visit a city that looks and feels like every other one? We don't want loud, unruly traffic and pollution over our waterways. They are the life force of the city! Let's not rip away at the very thing that makes this city a great place to live. |
| **5/3/2026** | Danielle Bartlett | This is outrageous - this would have an incredibly negative impact on what makes Austin, Austin. please protect what beautiful spaces we have left! |

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| **5/3/2026** | Danielle DaVerona | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Danielle DaVerona |
| **5/3/2026** | Danielle Evans | Danielle Evans calling, I'm against the expansion of MOBAC, damaging the wonderful green spaces,the water we so badly need, Barton Springs, Zilker Park, all of the trees, the centerof what Austin is, the heart of Austin.Please fight for us, for the life, for the wildlife, for the greenery, for the cleanwater, to save Austin.Thank you. |
| **5/3/2026** | Danielle Evans | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Danielle Evans |

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| **4/30/2026** | Danielle ford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Danielle Garcia | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/23/2026** | Danielle Hargett | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Danielle Hargett |

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| **5/2/2026** | Danielle Ivester | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Danielle Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Danielle Mercurio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Danielle Morin | Please increase bike/ped connections with continuous 12' SUP infrastructure. Please also include HOV/HOT options to the toll lanes as this section of MoPac sees many singe occupancy vehicles (this would tap into the stated TDM aspect of the build option). |

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| **4/28/2026** | Danielle Nasr | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. All the evidence we have indicates this will just increase traffic and not solve a problem. More lanes means more cars and more traffic. We see this happen all over the country and we've seen this happen IN AUSTIN in the last 20 years!!<br><br>Public transit, especially South of the river, is sorely needed. This expansion project is not a solution to anything. The only people it benefits or will ever benefit are the contractors who get the money to build the expansion.<br><br>Also the environmental impacts are severe. Please proceed with the EIS and/or cancel the whole project because it's a huge waste of time and money.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Danielle Nasr |
| **5/3/2026** | Danielle Newton | That’s why this project hits a little deeper for me. The waters in Central Texas aren’t isolated, they’re part of a bigger system that connects all of us across the state. What happens along MoPac South, especially over the recharge zone, doesn’t just stay there. As someone who has seen the destruction in cities like Houston, what happens when you develop over waterways that are naturally designed to drain and provide fresh water, I strongly urge you to weigh the benefits of these springs against the benefits of a tollway. I’ve seen what it looks like when those natural systems are ignored, and the consequences don’t go away. I’m not against improving transportation. But I am asking you to really think about what could be lost in the process. More pavement, more runoff, more pressure on the aquifer, those impacts add up over time, even if they seem small in the moment. |

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| **5/3/2026** | Danielle Ostos | I do not want the Mopac expansion due to environmental impact and construction will only add to the traffic we drive in each day |
| **4/27/2026** | Danielle Romero-Garber | Barton Springs is an Austin original sanctuary! Everyone respects and cares for this property because it is not taken for granted. No one wants more road work construction over Barton Springs. My request is a proper evaluation on how Barton Springs is crucial to the Texas Wildlife and environmental contribution and protection. |
| **4/29/2026** | Danielle Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Danielle Snell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Darby Kendrick | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Daria Mehra | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Daria Mehra |

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| **4/21/2026** | Daria Mehra | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Daria Mehra |

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| **4/28/2026** | Darja Tomanovic | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Darja Tomanovic |

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| **4/27/2026** | Darrel Mayers | Dear CTRMA Board Members,<br><br>Barton Springs is considered by many to be the crown jewel of Austin. To have the possibility of the clarity of its water clouded by pollutants and run-off from this MoPac South expansion is too terrible to even consider. Please stop all planning, and come up with an EIS-based solution which is ecologically friendly and sound.<br><br>Sincerely,<br><br>Darrel Mayers<br><br>Sincerely,<br><br>Darrel Mayers |
| **5/3/2026** | Darrell Hutchinson | Dear CTRMA Board Members, Dear CTRMA, It's disappointing that the only metric used to evaluate the value and efficacy of South MoPac Expansion is travel time. What about noise pollution? Air pollution? Not to mention disruption of service during a protracted construction period? Several improvements have already been made using existing space. The southbound stretch from #290/71 to Slaughter could surely be reconfigured to add 1-2 lanes. The assertion that there will be no "significant environmental impact" just defies common sense and lends one to believe that CTRMA are intentionally not forthcoming with information. Please re-evaluate the South MoPac Expansion project. Sincerely, Darrell Hutchinson<br>DARRELL HUTCHINSON |

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| **3/16/2026** | Darren Bentz | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>DARREN BENTZ |

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| **3/16/2026** | Darren Bentz | My name is Darren Bentz and I was born and raised in Austin. I've lived here my whole life and learned to swim in Barton Creek and at Barton Springs. I believe these protected habitats are the heart of Austin, and should be protected from projects that damage the ecosystem and wildlife. I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. 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Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas’s most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. 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| | | springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. |
| **4/5/2026** | Darren Hazlett | I want to make sure that any toll road extension does not reduce existing lanes. This was not done on the current Loop1 South near Lady Bird Lake where CTRMA effectively took a non-toll lane leading to the bridge over Lady Bird Lake. The bridge, which did have 3 lanes becomes 2 with the third coming in off the toll lane with dividers on it and opens up just before crossing Lady Bird Lake. This effectively takes a lane on the bridge as all the toll traffic is already in that lane. I quote the CTRMA website as, "Only new lanes that we build are tolled; the same number of taxpayer-funded, non-tolled travel lanes that are available today will remain after we are finished with construction." For this to be true, CTRMA should have built another lane on the bridge. |

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| **4/30/2026** | Datri Bean | No Mopac Expansion. Adding more car infrastructure does not help our city, it only defers and increases our problems.<br><br>Instead:<br><br>1. Add wide, shaded bike and pedestrian paths<br><br>2. Create bike-pedestrian east-west crossings every quarter mile<br><br>3. Improve transit reliability<br><br>4. Do NOT expand the highway |
| **5/1/2026** | Dave O'Neill | I drive across Lady Bird Lake on MoPac up to six times a day. There are no issues the majority of the time. Rush hour can be slow, but that's it. This is not like I-35. An expansion will save a small number of people a few minutes of travel each week. Traveling from Circle C to the Domain at 9 pm is going to take a few extra minutes. Removing this small inconvenience should not completely alter the Lady Bird Lake, Butler Hike and Bike Trail and Zilker Park. |

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| **4/22/2026** | Dave Williams | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Dave Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Davi Arnold | Hi there,<br><br>I understand that paved paths will be built along with the improvements to the South Mopac corridor.<br><br>My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane.<br><br>As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity.<br><br>Our Meridian neighborhood has a committee dedicated to this request, and I can put you in contact with them for further information, including graphics.<br><br>Thank you.<br><br>Best,<br><br>Davi Arnold |

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| **4/20/2026** | Davi Arnold | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/22/2026** | David A Todd | I oppose the extension of MoPac, but if that happens, I urge that you —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you. |
| **5/3/2026** | David Abeyta | From what I understand this will have a hugely negative impact on the aquifer, Barton springs, etc. If there is no way to minimize this impact I urge you not to do it! - David A |
| **5/1/2026** | David Anderson | I want to make sure this project is executed in such a way that does not adversely affect the Edwards Aquifer. Water is going to be a precious resource in the coming decades and highways should take second priority after protecting our water resources. |
| **5/2/2026** | David Ashen | I am concerned about this project being very expensive, not helping traffic significantly, and causing environmental damage, including harming our aquafer and water quality. |

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| **5/3/2026** | David Authier | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, David Authier |

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| **4/20/2026** | David Bell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | David Bemporad | Please consider for all shared use paths along the corridor, widening each to 14 feet to allow for dedicated bike and pedestrian pathways. Between Barton springs rd and loop 360 on the eastern side of Mopac, consider reconstructing all existing shared use paths farther away from the road within the ample ROW, to provide a more comfortable ride and safer driveway crossings. At southwest parkway, consider SUPs on both sides of the underpass. At southwest parkway, consider extending the planned SUP east to Brodie Ln. At Latta drive, consider an elevated or subgrade SUP crossing. |
| **4/30/2026** | David Bolduc | You need to complete and submit a complete EIS, not the abbreviated thing you've come up with. |
| **5/3/2026** | David Burns | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  David Burns |

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| **5/3/2026** | David Butler | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  David Butler |
| **5/3/2026** | David C Fox | Please, DO NOT BUILD THIS PROJECT. For starters, you have not done a thorough environmental impact study. Finally, and the only reason you should not do this is it history of shown again and again that making highways larger only puts more eventually gridlock cars on the highway. It does not save time for commuters. Please. |

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| **5/1/2026** | David C Hunter | Having lived in Austin for almost 40 years, and regularly used Mopac to commute and for other reasons, I write to oppose its expansion.<br><br>We need more rail transportation in Austin not hundreds of acres of impervious cover.<br><br>We need a full EIS, not an abbreviated study.<br><br>And we need residents to understand that we cannot alleviate traffic hold-ups by building more roads.<br><br>Roads are the cause of the problem of environmental degradation (along with the vehicles on them) not the solution.<br><br>Thanks<br><br>David Hunter<br><br>--<br><br>David Hunter, Ph.D. |

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| | | Interview on podcast SoundExpertise.org |
| **4/28/2026** | David Cole | i use Mopac South for my commute and desperatley want traffic to decrease |

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| **4/23/2026** | David Day | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | David Hasan | I am opposed to this expansion given the current plan for (at least) three reasons. (1) A project of this magnitude over the most sensitive ecological zone in this region needs a full environmental impact statement, (2) the loss of mature trees and parkland in the downtown area, and finally (3) CTRMA is not currently being transparent about releasing all of these comments publicly. |
| **5/3/2026** | David Hayworth | We should try to preserve as much green space in Austin as we can, especially the zilker and Barton area. As an Austin resident for 5 years I strongly oppose mopac expansion. We should add better public transit before more lanes |

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| **4/24/2026** | David Kogan | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>David Kogan |

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| **3/11/2026** | David Marshall | Public roads should remain toll free. I lived in Houston for 20 years and was appalled to find there are zero HOV lanes in Austin. Adding toll lanes for more single rider vehicles does nothing to reduce the overall amount of vehicles on the road, it simply provides a benefit to more affluent drivers and a disproportionate burden to less affluent drivers. The toll charges for North MoPac are ridiculous, regularly exceeding $20, while doing nothing to reduce the number of cars on the road. I urge you to strive for less single rider vehicles and open the new lanes as HOV. Although Houston also has a hybrid HOV / Toll system that Austin could emulate, it was confusing, often had unused closed lanes, and contributed to the highway sprawl on I-10. The HOV only lanes on I-45 South Gulf Freeway in my opinion were superior for navigation, for encouraging carpooling, and for providing a benefit to responsible riders who avoided single passenger vehicles. Do not make the mistake of increasing concrete and increasing Toll costs while maintaining the same quantity of vehicles on the road! |
| **3/19/2026** | David Merz, Jr. | I do not support widening the highway via addition of express lanes. Expanding highways is an outdated and ineffective approach. Instead of relieving traffic pressure, additional travel lanes incentivise private passenger vehicles, increase air pollution, increase vehicle emissions, increase runoff, and ultimately undermine Austin's climate and mode-shift goals. I do support replacing one existing highway lane with a High Occupancy Vehicle (HOV) Lane in each direction. I also support replacing one existing travel highway lane with a Transit Only Lane in each direction. These are proven strategies that reduce environmental impact and traffic congestion at the same time. More generally, I would like to see CTRMA investing in transit, walking, and cycling infrastructure, rather than highway expansion. Thank you for your time. |
| **4/20/2026** | David Michel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | David Mora | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | David Mora | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | David Murray | I oppose this project for the following reasons:  Cost too much and does not achieve an appreciable benefit to tax payers. It would cause negative and unnecessary  environmental impact. |

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| **4/28/2026** | David Patterson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>David Patterson |
| **4/22/2026** | David Piper | No significant environmental impact for expansion of a thoroughfare that mainly goes through the Barton Springs recharge zone? Seems impossible. Please investigate further. |
| **4/22/2026** | David Piper | How did you arrive at the conclusion there would be no environmental impact on a mammoth project that skirts Austin High School? Those students will breathe pollutants produced by this project. |

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| **4/22/2026** | David Poisson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>David Poisson |

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| **4/22/2026** | David Poisson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | David Poisson |

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| **5/3/2026** | David Pratter | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, David Pratter |

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| **4/29/2026** | David Ross | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **4/12/2026** | David Venable | Improvements are clearly needed. However increasing lanes will increase noise pollution. This is particularly acute in areas where Mopac is raised and already produces large volumes of noise to surrounding areas. In particular between William Cannon and Davis Ln. In this stretch, Mopac is largely elevated and producing a lot of noise. Additionally, there there are two curves in this stretch. One after William Cannon and the other after Latta. These curves slow down traffic significantly and produce bottlenecks. These bottlenecks are notable southbound where they produce traffic that leads back to the US 290 westbound exit. The proposed plan does not appear to have any attempt to straighten these curves in a way that reduces slowdowns. |
| **4/29/2026** | David VW | Please don’t damage the springs or add new lanes to the highway. We know more lanes equals more traffic congestion and isn’t a good long term solution. See the Katy freeway. Barton springs is too sensitive and we love it too much for this |
| **4/28/2026** | David W Danenfelzer | Please do not accept the proposed expansion of MoPac south. Besides the environmental impacts the report does not demonstrate clear improvements to traffic flows. Times for cars traveling the noted segments in the report do not markedly improve traffic times. The increased noise, pollution and other external impacts are simply too great to justify the construction of this project. The people of central texas deserve better and safer roads, not larger and louder ones. There's also no money to make this project feasible and we should not be strapping extra debt (i.e. taxes) on the public at this time. |
| **3/24/2026** | David Weinberg | Please hold another public hearing on this project with public speakers and Q +A with project staff. |

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| **4/30/2026** | David Whitley | Dear CTRMA Board,<br><br>I live in South Austin and use MoPac every day. I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | DAVIS | am writing to you as a native Austinite strongly opposed to the proposed MoPac South expansion. I was born and raised in Austin and grew up hiking, swimming, and exploring in Barton Creek and Barton Springs. I've spent my entire life learning from and adoring these special places. I attended Austin High for high school, where I did research projects on the endangered salamander species located just across the lake from my classroom, ran the trail around Town Lake and into Barton Springs during swim team off-season, and walked across the pedestrian bridge after school and during ACL to hang out with my friends. Expanding South Mopac by six or eight lanes, half of which would be tolled, will devastate Austin. The building project will encourage inequity, --leaving those who cannot access them in increasingly clogged untolled lanes-- push traffic onto Lamar, nearby neighborhoods, and around Austin High, pollute our Springs and the Edwards Aquifer recharge zone, and kill the plant and animal life existing here. I urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project on South Mopac. The Draft Environmental Assessment previously done concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Neglecting to conduct a full Environmental Impact Statement would be a grave injustice to the Austin community as a whole: the project will harm the lung and heart health of our youth at Austin High, limit the community's green and wild spaces, and devastate our animal and plant species habitats, including those of several endangered species that exist in Austin, and have long before us. • Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. • More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. • Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. • Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. • Austin Blind salamander exists nowhere else. 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The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. 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| | | impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as its underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. It's your moral and professional duty to care. What is Austin without its heart and soul? |
| **3/24/2026** | Davis McLarty | Please make Austin a more "blue zone" city with walkability being a priority. Do not expand lanes as that is just adding to our problem... |

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| **5/1/2026** | Dawn McDaniel | Hi -<br><br>As a longtime resident who cares about Austin today and in the future, I recently heard about the potential expansion of Mopac south.<br><br>* I oppose the MoPac South expansion.<br><br>* I support the Better MoPac Coalition plan instead.<br><br>* I want a full Environmental Impact Statement (EIS)<br><br>• I support funding for rail, transit, and biking instead<br><br>--<br><br>Thank you, Dawn McDaniel |

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| **4/22/2026** | Dawson Dittmar | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Dawson Dittmar |

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| **4/22/2026** | Dawson Dittmar | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Dawson Dittmar |

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| **4/27/2026** | Dawson MacLeod | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Dawson Zabloski | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Dawson Zabloski |

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| **4/20/2026** | Dayla Felton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Dayle Kornely | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Dayna James | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Dayna James | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Dean Patton | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Dean Patton |
| **5/3/2026** | Deana Trautz | I do not want any high way expansion project and demand a full environmental analysis prior to any construction. Without due dilegence, we could permanently damage the greatest nature structures in Austin. Irreparable environmental damage is never worth it for "potential" traffic solutions. |
| **5/3/2026** | Deandra Stap | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | DeAngelo Pillai | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, DeAngelo Pillai |

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| **4/24/2026** | Deanna Ruff | Dear CTRMA Board Members,<br><br>This would be so detrimental to much of what makes Austin so special. The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Deanna Ruff |

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| **5/3/2026** | Deanna Wursta | Dear CTRMA Board Members, Please reconsider!! There is no reason not to do an environmental analysis! We can all stand a little traffic to preserve the nature in Austin that makes us unique. Please please please do not proceed blindly for our children and grandchildren. I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Deanna Wursta |
| **5/3/2026** | Deanndra Moya | The proposed construction to MoPac will have detrimental effects on the lake's ecosystem. Not only will pollution disrupt it's natural state, animals, plants, and humans alike will be at risk of all the negative health effects that come along with said construction per IPA report. Please listen to the city of Austin's constituents, as they have more at stake than the billion dollar industries at play. |
| **5/1/2026** | Debbie Alsup | This project should not go forward. It will not is not significantly improve traffic times (7 minutes over 8 miles) but will destroy views, habitat and quality of life for all of is who live near it or use the beautiful natural amenities of the area. These gems should not be blighted by massive Houston/Dallas-like freeways and interchanges. |
| **5/1/2026** | Debbie Lance | Please don't expand the Mopac. We should be offering other options rather than making these freeways larger. It doesn't help with traffic |
| **5/3/2026** | Debbie Mylius | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Debbie Mylius |

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| **4/22/2026** | Deborah Corry | I use Mopac several times a week to get south to Barton Springs and to see my friends and family who live central. I already struggle to find the better times to travel this road. If this construction moves forward, the cummulative additional travel time will never be made up by me in my lifetime according to the projections made for saved time. And that's assuming I could afford to use it everytime. it cost me almost $10 today to get to Barton Springs Pool when I used the current toll road, so I can't afford, as a teacher, to take this road very often. Most significantly, there will be signifcant negative affects on my favorfite swimming pool. |
| **3/24/2026** | Deborah Costenbader | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| | | • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Deborah Costenbader |

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| **4/28/2026** | Deborah Costenbader | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Deborah Costenbader |

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| **5/3/2026** | Deborah Henson | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Deborah Henson |
| **4/20/2026** | Deborah Kirk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Deborah Miller | Dear CTRMA Board Members, I've just read that CTRMA is pushing the MoPac project forward without a full Environmental Impact Statement, declaring a "Finding of No Significant Impact" (FONSI) and refusing less harmful alternatives. I'm writing to protest this. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution (which worsens health), and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to join those speaking up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect |

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| | | water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Deborah Miller |

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| **3/19/2026** | Deborah Peacock | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Deborah Peacock |

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| **5/3/2026** | Deborah Staats | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Deborah Staats |

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| **3/18/2026** | Deborah Williams | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Deborah Williams |
| **5/1/2026** | Deborah Williams | It’s simple and basic.. if individuals - each of us - do not step up to protect this planet in every little way for our children and grandchildren then it will continue to be compromised and damaged -Permanently. In a caring protective manner, stop the Mopac extension - Period |

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| **5/3/2026** | Debra Day | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Debra Day |
| **3/24/2026** | Debra Guilford Richmond | I strongly support the Mopac South project. As a longtime resident of the Circle C neighborhood, I have witnessed the steady increase in traffic and unreliable commute times that negatively impact quality of life. Southwest Austin continues to grow at a rapid pace and our part of the city deserves proportional investment in infrastructure solutions. With no other short term mobility option available, allowing the Mopac South project to move forward is vital to Southwest Austin residents. Project Connect is not planned to serve the Circle C area so we will continue to rely on highway transportation to access work, school, healthcare, and the many other active and entertainment benefits Austin provides. This project must move forward as Austin, Travis County, and Hays County continue to approve new residential and commercial developments. It is only fair that residents in Southwest Austin benefit from a similar level of investment as our fellow Austinites north of the river. I realize there is and always will be a very vocal minority that oppose any growth and any highway solutions. Please know these activists, many of whom do not live in impacted areas, do not speak for the regular citizens concerned about growing congestion and unreliable travel times. Thank you for your work to improve mobility for all of us. |
| **4/26/2026** | Debra Langford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Debra Nathanson | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Debra Nathanson |
| **5/3/2026** | Dee Jackson | I appreciate the opportunity to emphatically say NO! to any MoPac extension further south. The reasons NOT to extend are endless. Remember Barton Springs as a starting point .... |
| **5/3/2026** | Deeana Jamerson | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. <p data-start="2198" data-end="2385"> <p data-start="2198" data-end="2385">I want to continue to be able to swim in Barton Springs. The construction takes so long that it will INCREASE traffic time while in progress, to only save us 5 minutes in the future? I dont think so. What if we built something more sustainable like I don't know.... trains??? Metro??? Everyone has been complaining about how bad our infrastructure is since I was born here. Do better! Sincerely, Deeana Jamerson |
| **3/20/2026** | Deepro Sarkar | I am adamantly against expanding the highway into more lanes. Studies CONSISTENTLY show that widening highways does not reduce traffic and increases congestion/demand. We need to aggressively pursue more transit/HOV lanes, and safer options for bikes/pedestrians. |

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| **5/3/2026** | Deer Ellen | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Deer Ellen |
| **5/3/2026** | Deidre Lacy | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Deidre Lacy |
| **5/3/2026** | Deke Foxhoven | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Deke Foxhoven |

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| **5/3/2026** | Delacie Maurer | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Delacie Maurer |
| **5/3/2026** | Delaney Harbuck | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Delaney Harbuck |

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| **4/22/2026** | Delaney Weaver | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Delaney Weaver | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Delaney Wilburn | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Delaney Wilburn |
| **5/3/2026** | Delilah Barrios | Mopac is over a critical habitat for many species and must not be expanded any fiurther, considering how poorly Austin maintains their roads, less is more for this city. Protect the Aquifer and water by any means necessary! |
| **4/26/2026** | Delilah Trevino | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Deliliah Shavala | Hi. Okay. So my name is Delilah Shavala. I am 17 years old. I'm turning 18 in 11 days. I have lived in Austin, Texas for pretty much 18 years now. And I just want to say that I really think that you guys should do a full environmental thingy because I really don't think that this Mopac thing that y 'all are doing is okay. It's going to be bad for the waters. It's going to be bad for the environment. Where are we going to swim? Hello? I honestly think that y 'all need to lock in, bro. We cannot be turning Austin into all these buildings and stuff like that, freaking New York bro, like it's getting hard to breathe out here okay that y 'allare polluting the air it's getting a little a little hard to breathe okay, okay so basically I'm gonna need y 'all to stop doing what y 'all are doing like I'm trying to graduate y 'all I'm trying to live like a mother is trying to live. And you know who else is trying to live? Mother Nature. Okay, okay. So y 'all are going to need to lock in and stop trying to clock our tea because we're always going to clock your tea back. You know what I mean? I think that y 'all just need to put a whole stop to this Mopac thingy. And we have enough roads, okay? Traffic is going to be bad.You're saying that you're going to want to close off Mopac and I-35 to build this whatever highway. Boy, bye. Y 'all are silly. Y 'all are so silly. I'm not even trying to be rude or nothing. I really, really, really, really, really, really,really, really, really, really, really, really, really, really, really need y 'all to take us, the people, into consideration, okay? Just log in.Stop being pieces of caca faces. Okay, don't build this thing. Please. I am begging please. O I thought that it was gonna end at three minutes But yeah, I just really really really need y 'all to take in consideration about we the peopleThe people who are living here the people who are born and raised here don't care about the people from out of town. I really think that we need to stop caring about the image okay, cause what you guys are doing, like y 'all are like, oh Austin, you feel like beautiful and cool and everything, no it doesn't. Austin is beautiful and cool as it is.I think that having the lakes and having the fields, the open fields and everything, I think that's good.And if people want, if people think that pretty is buildings and stuff, if that's what peoplethink pretty is, they don't need to be coming here.They can go somewhere else, OK? They can go visit somewhere else.But no, we need more nature and spaces and just open areas for animals to roam around.Like, keep in mind that we're the ones that are invading their environment. They were here first. They were literally here first. And we're colonizing the animals homes and gather just animals.they can't speak for themselves but who's going to speak for them? You know what I mean? If we don't speak up for them, who is? We need these animals, we need these environments. Like, we need this or else our world is going to continue just dying because that's what's |
| **5/1/2026** | Delora Dalton | I oppose toll roll & mopac expansion. As this is an environmentally sensitive recharge zone, Texans should avoid irreversible damage to our water, wildlife, and public health. Save our Springs! |
| **4/20/2026** | Demetra Nastopoulos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Dena Beattie | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Dena Beattie |

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| **5/3/2026** | Denise Anderson | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Denise Anderson |
| **3/17/2026** | Denise Marintzer | How can I request TxDOT to make am immediate improvement to south Mopac traffic flow? Here are some options (1) add 500 ft exit ramp at Davis to move exiting traffic off thoroughfare (2) add 500 ft exit ramp at Slaughter to move exiting traffic off thoroughfare (3) pave short area between Wm Cannon & Davis Ln to to allow road to support 3 lanes of traffic from Wm Cannon to Davis. Denise |

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| **5/3/2026** | Denise McLemore | Please consider less damaging to nature and less expensive options of expansion. |
| **4/21/2026** | Denys Osmak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Derek Brozowski | Do not widen Mopac. It is a foolish proposition which will only increase congestion and pollution. Instead, invest in public transportation to get cars off the road. |
| **5/3/2026** | DEREK N SMITH | Save the springs. It is a special place. No new roads |
| **4/22/2026** | Derek Whitmire | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Derek Whitmire | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Derik Polendo | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Derik Polendo |

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| **3/20/2026** | Desmond Ng | I do not want a wider highway. Expanding highways like MoPac is not an effective approach to accommodate the future. By the time you complete it, it is already outdated, and over congested. You can't keep expanding, as you keep encouraging more cars. What we need and double down in is mass transit that is efficient, continuous pedestrian-bicycle paths along the project's length. Think out of the box for instead of sticking to the old mode of thinking of expanding highways. |
| **5/2/2026** | Dessa Pasta | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Dessa Sims | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Dessa Sims | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Destin Briant | Hello,<br><br>I have been an Austin resident for over 9 years. I moved here from Louisiana and was so happy to have water I could actually swim in. And now between this monstrosity and all of the data centers, it's more than apparent that the powers at be do not care for our environment. The earth is our mother.<br><br>-Destin Briant |

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| **4/21/2026** | Destiny Benitez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Destiny Herndon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Destiny Herndon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Destiny Herndon |
| **3/28/2026** | Devin Price | I support improving safety on MoPac, but widening it by 4–7 lanes isn't the right move. More lanes won't fix congestion long-term—it just leads to more traffic and more pollution. If we're making changes, I'd rather see: • safer bike and pedestrian options along the corridor • a dedicated transit or HOV lane using existing space • real investment in alternatives to driving We should be working toward less car dependence, not more. |

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| **4/28/2026** | Devin Strom | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Devin Strom |
| **5/3/2026** | Devon | Please stop the expansion of Mopac over critical aquifer areas and important ecological hotspots. Austin relies HEAVILY on tourism annd Barton Springs and greenbelt trails are what makes Austin well, Austin. This will ruin Austin just to add more traffic congestion and waste taxpayer money. There are better solutions out there. Please, STOP the EXPANSION!!! |

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| **5/3/2026** | Devon Morrison | Hi, my name is Devon Morrison, and I was just calling to say that I'm against the MOPAC expansion andWe need a full environmental impact reportbefore that is approved and I'm very concerned about the endangered species the aquifer andits impact on the Springs andAnd please, please, please, please do not move forward with that, please, please protect our environment, please protect the good things that we have.These things are so important for our well-being and for the health of the community, a little less time and traffic and pouring more concrete onto this planet.It's going to destroy what we love about the city and what everyone loves aboutthe city and what keeps us happy.Please, please do not approve of that.Please consider taking all action to make it stop.We will absolutely fight against it as much as we need to.Um, again, my name is Devin Morrison, please, please, please, pleasestop the MOPAC expansion.Please stop it.Thank you. |
| **4/7/2026** | Devyn Person | Dear CTRMA Board Members,<br><br>I am a born and raised Austinite and I strongly oppose the proposed MoPac South expansion. As your constituent, I urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment erroneously concludes that the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cuts through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. |

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| | | • Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>It is known and studied across the nation and outside that more lanes does not mean less traffic, but it does mean poorer health outcomes for nearby residents. I am upset by this attempt to expand the highway, especially in such a crucial natural area of the city that draws people to visit and gather. Enlarging the highway here would negatively impact social connection |

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| | | and health.<br><br>We need better alternatives, like public transit, to be quickly implemented instead of facing delays and ongoing studies. It is hypocritical for trains to take 10+ years for legal studies and construction and yet to haphazardly pave increasing amounts of the city in concrete and asphalt. As an Austin citizen, I don't want this.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Thank you,<br><br>Devyn<br><br>Devyn Person |

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| **4/27/2026** | Diamond McMarion | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Diana Briggs | We reject all expansion projects to Mopac. The traffic will always be there. Building more roads will not serve the public. Ruining the environment will make people leave the city. DO NOT EXPAND MOPAC. |
| **5/3/2026** | Diana Briggs | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Diana Briggs |

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| **4/20/2026** | Diana Claitor | Dear CTRMA Board Members,<br><br>As a longtime resident with deep roots in Texas, I am very unhappy to hear about the MoPac South expansion. It's quite clear how this expansion will have a deletorious effect on our communities, our waters, and the natural spaces that define Austin. This project is short-sidghted. It threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods.<br><br>This is the kind of "solution" to growth that has created irreparable harm to neighbhorhoods and habitats in other cities across the U.S. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Diana Claitor |

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| **3/18/2026** | Diana Dierks | Dear CTRMA Board Members,<br><br>As a Mopac commuter for 20+ years, I understand its traffic. However, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs and its pool are the living heart of Austin, a landscape that has nurtured the community for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle and nature-view on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Further, multiple major infrastructure projects are already underway or imminent, including the I-35 expansion, South Lamar corridor construction, and Project Connect light rail. Beginning another massive highway project at the same time risks compounding regional disruption in ways that have not been fully studied.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Diana Dierks |
| **5/3/2026** | Diana Franklin | Please do ALL the environmental research and talk to EVERY agency to ENSURE there is no impact to the aquifer and its ecological environment. Once compromised, this PRICELESS jewel of central Texas will NEVER recover. You simply can't let that happen! Please protect our shared environment. This household supports PEOPLE OVER PROFITS -- ALWAYS. You can't eat money. And our future generations deserve a world that is pristine. Thank you! We appreciate all that you CAN do! One love! |

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| **4/22/2026** | Diana Hilsman | Dear CTRMA Board Members,<br><br>I'm an Austin resident and lived here since 2014, and like most people here, I've spent plenty of time stuck on MoPac—especially trying to get between downtown and South Austin. I understand the frustration with traffic. But I also spend time at Barton Springs, on the Greenbelt, and around Lady Bird Lake. Those places are part of why I live here. That's why I'm writing to strongly oppose the proposed MoPac South Expansion.<br><br>I also want to share a personal experience that shaped my concerns. I attended one of CTRMA's recent "town halls," expecting an opportunity for open dialogue. Instead, it felt more like a symposium-style event with limited opportunity for real engagement. When I tried to ask questions—specifically about how environmental impacts would be monitored and mitigated throughout the project—I did not receive a clear answer. The question felt dismissed rather than addressed. I was literally passed to another person within 60 seconds of dialogue. That experience made it difficult to trust that community concerns are being taken seriously, and it reinforced my belief that this process is falling short of meaningful public engagement and credibility.<br><br>This Process Does Not Meet the Spirit or Intent of NEPA<br><br>NEPA is supposed to ensure transparency, rigorous environmental review, and meaningful public input. Instead, CTRMA appears to be moving forward with a predetermined Finding of No Significant Impact (FONSI) based on an environmental assessment that many in the community find incomplete and not credible.<br><br>A large number of residents, along with Travis County and Austin's Urban Transportation Commission, have called for a full Environmental Impact Statement (EIS). Under NEPA, an EIS is required when a project is likely to have significant environmental impacts. Given what is at stake here, it is difficult to understand how this project would not meet that threshold.<br><br>It is also deeply concerning that the project's "Purpose and Need" analysis—finalized recently—relies on traffic modeling data from 2012. That means key decisions are being justified using assumptions that predate major shifts in how people live and work. As a resident, that does not inspire confidence that this process reflects current realities or meets NEPA's intent. |

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| | | Outdated Assumptions Ignore How Austin Has Changed<br><br>A lot has changed since 2012. Austin has experienced rapid growth, but also a global pandemic that fundamentally reshaped commuting patterns, including widespread telework and hybrid work schedules.<br><br>Voters have also approved major investments like Project Connect, aimed at reducing vehicle miles traveled and expanding transit options. Yet it appears that alternatives such as demand management, transit integration, and lower-impact roadway improvements were dismissed early based on outdated data.<br><br>That is not a forward-looking or responsible planning approach.<br><br>The Environmental Risks Are Real and Significant<br><br>MoPac runs alongside some of the most environmentally sensitive areas in Central Texas. Expanding it—particularly with elevated lanes—will not happen in a vacuum.<br><br>This project is expected to impact the Edwards Aquifer, which feeds Barton Creek and Barton Springs, and ultimately connects to Lady Bird Lake. It puts groundwater, water quality, and fragile ecosystems at risk. It also threatens multiple species, including endangered species, as well as cave systems, parks, and creeks along the corridor.<br><br>These are the same places many of us swim, hike, and bring our families. Once these systems are damaged, they are incredibly difficult to restore.<br><br>Minimal Benefit, Major Disruption<br><br>Even if you set aside the environmental concerns, the actual benefit of this project appears minimal. Current projections suggest travel time savings of only about 5–6 minutes—and that's if you travel the full length of the proposed expansion. |

CTRMA, is that correct? Only 5–6 minutes?

At the same time, the region is expected to endure 5–7 years of construction, which will likely make traffic significantly worse during that period. That is a long time for disruption with very limited return.

Induced Demand: We've Seen This Before

There is also a fundamental issue with the strategy itself: induced demand. This is a well-documented phenomenon where increasing highway capacity leads to more driving, which ultimately fills the new lanes and brings congestion back.

We don't have to look far for real-world examples. The Katy Freeway in Houston was expanded to as many as 26 lanes in some sections—one of the widest highways in the world—yet travel times increased in the years after expansion. Similarly, Los Angeles has repeatedly widened freeways only to see congestion persist or worsen. Even here in Texas, expanding highways has consistently delivered only temporary relief before traffic returns.

Austin is not immune to this pattern. Adding lanes to MoPac may feel like a solution in the short term, but over time it will encourage more driving, longer commutes, and continued congestion. We will end up in the same place—just with a larger highway and greater environmental damage.

A False Choice—and a Flawed Strategy

It feels like CTRMA is presenting a false choice: either accept a major highway expansion with 6–8 lanes, or accept that nothing will improve on MoPac.

That is not true.

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| | | We should not be forced into an all-or-nothing decision when less harmful, more targeted alternatives exist—especially ones that make better use of existing pavement and infrastructure.<br><br>Unanswered Questions About Broader Traffic Impacts<br><br>There are also broader system-level concerns. For example, won't additional traffic from the SH 45 extension feed into MoPac?<br><br>Expanding one segment without addressing these connected impacts risks making congestion worse overall.<br><br>Equity and Community Impacts<br><br>This project also raises concerns about equity. Toll lanes prioritize those who can afford to pay for faster travel, while others remain in congestion. Meanwhile, surrounding communities absorb the environmental and quality-of-life impacts.<br><br>That is not a transportation system that works for everyone.<br><br>We Have Better, More Austin-Aligned Alternatives<br><br>We need to seriously reconsider less-wide, less environmentally harmful alternatives. That includes:<br><br>Improving performance of existing lanes rather than expanding the footprint<br>Investing in transit options like Project Connect<br>Expanding biking and walking infrastructure<br>Using transportation demand management strategies (telework, flexible schedules, etc.)<br>Fixing bottlenecks and intersections rather than adding lanes<br>Austin has long valued its parks, water, and natural beauty. We should be investing in solutions that protect those assets while actually improving mobility. |

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| | | I do not support the MoPac South Expansion. Many in this community do not support it.<br><br>This project carries significant environmental risks, relies on outdated assumptions, lacks public confidence in its review process, and offers minimal long-term benefit. It is not worth it.<br><br>I urge CTRMA to halt this project in its current form, complete a full Environmental Impact Statement, and genuinely reconsider alternatives that reflect Austin’s values and current realities. |

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| **4/22/2026** | Diana Hilsman | Dear CTRMA Board Members,<br><br>I'm an Austin resident and lived here since 2014, and like most people here, I've spent plenty of time stuck on MoPac—especially trying to get between downtown and South Austin. I understand the frustration with traffic. But I also spend time at Barton Springs, on the Greenbelt, and around Lady Bird Lake. Those places are part of why I live here. That's why I'm writing to strongly oppose the proposed MoPac South Expansion.<br><br>I also want to share a personal experience that shaped my concerns. I attended one of CTRMA's recent "town halls," expecting an opportunity for open dialogue. Instead, it felt more like a symposium-style event with limited opportunity for real engagement. When I tried to ask questions—specifically about how environmental impacts would be monitored and mitigated throughout the project—I did not receive a clear answer. The question felt dismissed rather than addressed. I was literally passed to another person within 60 seconds of dialogue. That experience made it difficult to trust that community concerns are being taken seriously, and it reinforced my belief that this process is falling short of meaningful public engagement and credibility.<br><br>This Process Does Not Meet the Spirit or Intent of NEPA<br><br>NEPA is supposed to ensure transparency, rigorous environmental review, and meaningful public input. Instead, CTRMA appears to be moving forward with a predetermined Finding of No Significant Impact (FONSI) based on an environmental assessment that many in the community find incomplete and not credible. |

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| | | A large number of residents, along with Travis County and Austin's Urban Transportation Commission, have called for a full Environmental Impact Statement (EIS). Under NEPA, an EIS is required when a project is likely to have significant environmental impacts. Given what is at stake here, it is difficult to understand how this project would not meet that threshold.<br><br>It is also deeply concerning that the project's "Purpose and Need" analysis—finalized recently—relies on traffic modeling data from 2012. That means key decisions are being justified using assumptions that predate major shifts in how people live and work. As a resident, that does not inspire confidence that this process reflects current realities or meets NEPA's intent.<br><br>Outdated Assumptions Ignore How Austin Has Changed<br><br>A lot has changed since 2012. Austin has experienced rapid growth, but also a global pandemic that fundamentally reshaped commuting patterns, including widespread telework and hybrid work schedules. |

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| | | Voters have also approved major investments like Project Connect, aimed at reducing vehicle miles traveled and expanding transit options. Yet it appears that alternatives such as demand management, transit integration, and lower-impact roadway improvements were dismissed early based on outdated data.<br><br>That is not a forward-looking or responsible planning approach.<br><br>The Environmental Risks Are Real and Significant<br><br>MoPac runs alongside some of the most environmentally sensitive areas in Central Texas. Expanding it—particularly with elevated lanes—will not happen in a vacuum.<br><br>This project is expected to impact the Edwards Aquifer, which feeds Barton Creek and Barton Springs, and ultimately connects to Lady Bird Lake. It puts groundwater, water quality, and fragile ecosystems at risk. It also threatens multiple species, including endangered species, as well as cave systems, parks, and creeks along the corridor.<br><br>These are the same places many of us swim, hike, and bring our families. Once these systems are damaged, they are incredibly difficult to restore. |

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| | | Minimal Benefit, Major Disruption<br><br>Even if you set aside the environmental concerns, the actual benefit of this project appears minimal. Current projections suggest travel time savings of only about 5–6 minutes—and that's if you travel the full length of the proposed expansion.<br><br>CTRMA, is that correct? Only 5–6 minutes?<br><br>At the same time, the region is expected to endure 5–7 years of construction, which will likely make traffic significantly worse during that period. That is a long time for disruption with very limited return.<br><br>Induced Demand: We've Seen This Before |

There is also a fundamental issue with the strategy itself: induced demand. This is a well-documented phenomenon where increasing highway capacity leads to more driving, which ultimately fills the new lanes and brings congestion back.

We don’t have to look far for real-world examples. The Katy Freeway in Houston was expanded to as many as 26 lanes in some sections—one of the widest highways in the world—yet travel times increased in the years after expansion. Similarly, Los Angeles has repeatedly widened freeways only to see congestion persist or worsen. Even here in Texas, expanding highways has consistently delivered only temporary relief before traffic returns.

Austin is not immune to this pattern. Adding lanes to MoPac may feel like a solution in the short term, but over time it will encourage more driving, longer commutes, and continued congestion. We will end up in the same place—just with a larger highway and greater environmental damage.

A False Choice—and a Flawed Strategy

It feels like CTRMA is presenting a false choice: either accept a major highway expansion with 6–8 lanes, or accept that nothing will improve on MoPac.

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| | | That is not true.<br><br>We should not be forced into an all-or-nothing decision when less harmful, more targeted alternatives exist—especially ones that make better use of existing pavement and infrastructure.<br><br>Unanswered Questions About Broader Traffic Impacts<br><br>There are also broader system-level concerns. For example, won't additional traffic from the SH 45 extension feed into MoPac?<br><br>Expanding one segment without addressing these connected impacts risks making congestion worse overall. |

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| | | Equity and Community Impacts<br><br>This project also raises concerns about equity. Toll lanes prioritize those who can afford to pay for faster travel, while others remain in congestion. Meanwhile, surrounding communities absorb the environmental and quality-of-life impacts.<br><br>That is not a transportation system that works for everyone.<br><br>We Have Better, More Austin-Aligned Alternatives<br><br>We need to seriously reconsider less-wide, less environmentally harmful alternatives. That includes:<br><br>* Improving performance of existing lanes rather than expanding the footprint<br>* Investing in transit options like Project Connect<br>* Expanding biking and walking infrastructure<br>* Using transportation demand management strategies (telework, flexible schedules, etc.) |

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| | | * Fixing bottlenecks and intersections rather than adding lanes<br><br>Austin has long valued its parks, water, and natural beauty. We should be investing in solutions that protect those assets while actually improving mobility.<br><br>I do not support the MoPac South Expansion. Many in this community do not support it.<br><br>This project carries significant environmental risks, relies on outdated assumptions, lacks public confidence in its review process, and offers minimal long-term benefit. It is not worth it.<br><br>I urge CTRMA to halt this project in its current form, complete a full Environmental Impact Statement, and genuinely reconsider alternatives that reflect Austin’s values and current realities.<br><br>This Process Does Not Meet the Spirit or Intent of NEPA<br><br>NEPA is supposed to ensure transparency, rigorous environmental review, and meaningful public input. Instead, CTRMA |

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| | | appears to be moving forward with a predetermined Finding of No Significant Impact (FONSI) based on an environmental assessment that many in the community find incomplete and not credible.<br><br>A large number of residents, along with Travis County and Austin's Urban Transportation Commission, have called for a full Environmental Impact Statement (EIS). Under NEPA, an EIS is required when a project is likely to have significant environmental impacts. Given what is at stake here, it is difficult to understand how this project would not meet that threshold.<br><br>It is also deeply concerning that the project's "Purpose and Need" analysis—finalized recently—relies on traffic modeling data from 2012. That means key decisions are being justified using assumptions that predate major shifts in how people live and work. As a resident, that does not inspire confidence that this process reflects current realities or meets NEPA's intent.<br><br>Outdated Assumptions Ignore How Austin Has Changed<br><br>A lot has changed since 2012. Austin has experienced rapid growth, but also a global pandemic that fundamentally reshaped commuting patterns, including widespread telework and hybrid work schedules.<br><br>Voters have also approved major investments like Project Connect, aimed at reducing vehicle miles traveled and expanding transit options. Yet it appears that alternatives such as demand management, transit integration, and lower-impact roadway improvements were dismissed early based on outdated data.<br><br>That is not a forward-looking or responsible planning approach.<br><br>The Environmental Risks Are Real and Significant<br><br>MoPac runs alongside some of the most environmentally sensitive areas in Central Texas. Expanding it—particularly with elevated lanes—will not happen in a vacuum. |

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| | | This project is expected to impact the Edwards Aquifer, which feeds Barton Creek and Barton Springs, and ultimately connects to Lady Bird Lake. It puts groundwater, water quality, and fragile ecosystems at risk. It also threatens multiple species, including endangered species, as well as cave systems, parks, and creeks along the corridor.<br><br>These are the same places many of us swim, hike, and bring our families. Once these systems are damaged, they are incredibly difficult to restore.<br><br>Minimal Benefit, Major Disruption<br><br>Even if you set aside the environmental concerns, the actual benefit of this project appears minimal. Current projections suggest travel time savings of only about 5–6 minutes—and that's if you travel the full length of the proposed expansion.<br><br>CTRMA, is that correct? Only 5–6 minutes?<br><br>At the same time, the region is expected to endure 5–7 years of construction, which will likely make traffic significantly worse during that period. That is a long time for disruption with very limited return.<br><br>Induced Demand: We've Seen This Before<br><br>There is also a fundamental issue with the strategy itself: induced demand. This is a well-documented phenomenon where increasing highway capacity leads to more driving, which ultimately fills the new lanes and brings congestion back.<br><br>We don't have to look far for real-world examples. The Katy Freeway in Houston was expanded to as many as 26 lanes in some sections—one of the widest highways in the world—yet travel times increased in the years after expansion. Similarly, Los Angeles has repeatedly widened freeways only to see congestion persist or worsen. Even here in Texas, expanding highways has consistently delivered only temporary relief before traffic returns. |

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| | | Austin is not immune to this pattern. Adding lanes to MoPac may feel like a solution in the short term, but over time it will encourage more driving, longer commutes, and continued congestion. We will end up in the same place—just with a larger highway and greater environmental damage.<br><br>A False Choice—and a Flawed Strategy<br><br>It feels like CTRMA is presenting a false choice: either accept a major highway expansion with 6–8 lanes, or accept that nothing will improve on MoPac. That is not true.<br><br>We should not be forced into an all-or-nothing decision when less harmful, more targeted alternatives exist—especially ones that make better use of existing pavement and infrastructure.<br><br>Unanswered Questions About Broader Traffic Impacts<br><br>There are also broader system-level concerns. For example, how will additional traffic from the SH 45 extension feed into MoPac? Expanding one segment without addressing these connected impacts risks making congestion worse overall.<br><br>Equity and Community Impacts<br><br>This project also raises concerns about equity. Toll lanes prioritize those who can afford to pay for faster travel, while others remain in congestion. Meanwhile, surrounding communities absorb the environmental and quality-of-life impacts.<br><br>That is not a transportation system that works for everyone.<br><br>We Have Better, More Austin-Aligned Alternatives |

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| | | We need to seriously reconsider less-wide, less environmentally harmful alternatives. That includes:<br><br>* Improving performance of existing lanes rather than expanding the footprint<br><br>* Investing in transit options like Project Connect<br><br>* Expanding biking and walking infrastructure<br><br>* Using transportation demand management strategies (telework, flexible schedules, etc.)<br><br>* Fixing bottlenecks and intersections rather than adding lanes<br><br>Austin has long valued its parks, water, and natural beauty. We should be investing in solutions th<br><br>I urge CTRMA to halt this project in its current form, complete a full Environmental Impact Statement, and genuinely reconsider alternatives that reflect Austin's values and current realities.<br><br>Sincerely,<br><br>Diana Hilsman Expansion Project (CTRMA)<br><br>To Whom It May Concern, |

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| | | I'm an Austin resident, and like most people here, I've spent plenty of time stuck on MoPac—especially trying to get between downtown and South Austin. I understand the frustration with traffic. But I also spend time at Barton Springs, on the Greenbelt, and around Lady Bird Lake. Those places are part of why I live here. That's why I'm writing to strongly oppose the proposed MoPac South Expansion.<br><br>I also want to share a personal experience that shaped my concerns. I attended one of CTRMA's recent "town halls," expecting an opportunity for open dialogue. Instead, it felt more like a symposium-style event with limited opportunity for real engagement. When I tried to ask questions—specifically about how environmental impacts would be monitored and mitigated throughout the project—I did not receive a clear answer. The question felt dismissed rather than addressed. That experience made it difficult to trust that community concerns are being taken seriously, and it reinforced my belief that this process is falling short of meaningful public engagement.<br><br>This Process Does Not Meet the Spirit or Intent of NEPA<br><br>NEPA is supposed to ensure transparency, rigorous environmental review, and meaningful public input. Instead, CTRMA appears to be moving forward with a predetermined Finding of No Significant Impact (FONSI) based on an environmental assessment that many in the community find incomplete and not credible.<br><br>A large number of residents, along with Travis County and Austin's Urban Transportation Commission, have called for a full Environmental Impact Statement (EIS). Under NEPA, an EIS is required when a project is likely to have significant environmental impacts. Given what is at stake here, it is difficult to understand how this project would not meet that threshold.<br><br>It is also deeply concerning that the project's "Purpose and Need" analysis—finalized recently—relies on traffic modeling data from 2012. That means key decisions are being justified using assumptions that predate major shifts in how people live and work. As a resident, that does not inspire confidence that this process reflects current realities or meets NEPA's intent.<br><br>Outdated Assumptions Ignore How Austin Has Changed |

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| | | A lot has changed since 2012. Austin has experienced rapid growth, but also a global pandemic that fundamentally reshaped commuting patterns, including widespread telework and hybrid work schedules.<br><br>Voters have also approved major investments like Project Connect, aimed at reducing vehicle miles traveled and expanding transit options. Yet it appears that alternatives such as demand management, transit integration, and lower-impact roadway improvements were dismissed early based on outdated data.<br><br>That is not a forward-looking or responsible planning approach.<br><br>The Environmental Risks Are Real and Significant<br><br>MoPac runs alongside some of the most environmentally sensitive areas in Central Texas. Expanding it—particularly with elevated lanes—will not happen in a vacuum.<br><br>This project is expected to impact the Edwards Aquifer, which feeds Barton Creek and Barton Springs, and ultimately connects to Lady Bird Lake. It puts groundwater, water quality, and fragile ecosystems at risk. It also threatens multiple species, including endangered species, as well as cave systems, parks, and creeks along the corridor.<br><br>These are the same places many of us swim, hike, and bring our families. Once these systems are damaged, they are incredibly difficult to restore.<br><br>Minimal Benefit, Major Disruption<br><br>Even if you set aside the environmental concerns, the actual benefit of this project appears minimal. Current projections suggest travel time savings of only about 5–6 minutes—and that's if you travel the full length of the proposed expansion. |

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| | | CTRMA, is that correct? Only 5–6 minutes?<br><br>At the same time, the region is expected to endure 5–7 years of construction, which will likely make traffic significantly worse during that period. That is a long time for disruption with very limited return.<br><br>Induced Demand: We've Seen This Before<br><br>There is also a fundamental issue with the strategy itself: induced demand. This is a well-documented phenomenon where increasing highway capacity leads to more driving, which ultimately fills the new lanes and brings congestion back.<br><br>We don't have to look far for real-world examples. The Katy Freeway in Houston was expanded to as many as 26 lanes in some sections—one of the widest highways in the world—yet travel times increased in the years after expansion. Similarly, Los Angeles has repeatedly widened freeways only to see congestion persist or worsen. Even here in Texas, expanding highways has consistently delivered only temporary relief before traffic returns.<br><br>Austin is not immune to this pattern. Adding lanes to MoPac may feel like a solution in the short term, but over time it will encourage more driving, longer commutes, and continued congestion. We will end up in the same place—just with a larger highway and greater environmental damage.<br><br>A False Choice—and a Flawed Strategy<br><br>It feels like CTRMA is presenting a false choice: either accept a major highway expansion with 6–8 lanes, or accept that nothing will improve on MoPac. That is not true.<br><br>We should not be forced into an all-or-nothing decision when less harmful, more targeted alternatives exist—especially ones that make better use of existing pavement and infrastructure. |

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| | | Unanswered Questions About Broader Traffic Impacts<br><br>There are also broader system-level concerns. For example, how will additional traffic from the SH 45 extension feed into MoPac? Expanding one segment without addressing these connected impacts risks making congestion worse overall.<br><br>Equity and Community Impacts<br><br>This project also raises concerns about equity. Toll lanes prioritize those who can afford to pay for faster travel, while others remain in congestion. Meanwhile, surrounding communities absorb the environmental and quality-of-life impacts.<br><br>That is not a transportation system that works for everyone.<br><br>We Have Better, More Austin-Aligned Alternatives<br><br>We need to seriously reconsider less-wide, less environmentally harmful alternatives. That includes:<br><br>* Improving performance of existing lanes rather than expanding the footprint<br><br>* Investing in transit options like Project Connect<br><br>* Expanding biking and walking infrastructure<br><br>* Using transportation demand management strategies (telework, flexible schedules, etc.) |

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| | | * Fixing bottlenecks and intersections rather than adding lanes<br><br>Austin has long valued its parks, water, and natural beauty. We should be investing in solutions that protect those assets while actually improving mobility.<br><br>Closing<br><br>I do not support the MoPac South Expansion. Many in this community do not support it.<br><br>This project carries significant environmental risks, relies on outdated assumptions, lacks public confidence in its review process, and offers minimal long-term benefit. It is not worth it.<br><br>I urge CTRMA to halt this project in its current form, complete a full Environmental Impact Statement, and genuinely reconsider alternatives that reflect Austin's values and current realities.<br><br>Sincerely,<br><br>Diana Hilsman<br><br>Sincerely,<br><br>Diana Hilsman |

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| **5/3/2026** | Diana Lane | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Diana Lane |
| **4/25/2026** | Diana Mendez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/5/2026** | Diana Paschal | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Diana Paschal |

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| **4/24/2026** | Diana Prechter | Dear CTRMA Board Members,<br><br>I am already concerned about the existing noise of MoPAC traffic impacting the children's Nature and Science Center. Since the nature of car travel is changing radically due to new technologies, and the negative impact of NOISE on the Nature and Science Center would be profound, I suggest that the MoPAC expansion over Town Lake be halted. This can be revisited in 5-10 years. Adding more car lanes has not been PROVEN to reduce congestion. Austin has a repuation as a "green city". NO NO NO. Don't ruin Austin with this additional, untimely highway expansion project.<br><br>Sincerely,<br><br>Diana Prechter |
| **4/22/2026** | Diana Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Diana Sanchez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **3/10/2026** | DianaJoyce Urbina Ojeda | The issue of congestion will not be solved by creating Express Lanes. These lanes are frequently misused or violated by drivers and ultimately leave the remaining general-purpose lanes more congested for everyone else. A more equitable and practical solution would be to utilize the existing wide shoulders that currently go unused to create additional general-purpose lanes that benefit all drivers. Converting available space into lanes accessible to everyone would likely improve traffic flow more effectively than implementing toll-based express lanes. Additionally, congestion is worsened in several areas where there are excessive merging points and where a third lane is dropped despite there being sufficient shoulder space to allow the lane to continue. This is particularly noticeable around the William Cannon exits and ramps in both directions onto MoPac. Rather than prioritizing tolled express lanes, it would be beneficial to explore improvements that maximize existing roadway space and provide congestion relief for all drivers. I say this as a regular commuter on mopac who is very familiar with this highway. |

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| **4/27/2026** | Diane Black Black | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Diane Black Black |

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| **3/20/2026** | Diane Singleton | Dear CTRMA Board Members,<br><br>I am opposed to the MoPac South expansion as proposed and ask that you PLEASE proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone instead.<br><br>I live in Barton Hills and the harm the project as proposed will have on the crown jewel of Austin, Barton Springs Pool, as well as Zilker Park, the greenbelt, the hike and bike trail and every neighborhood this massive monstrosity will cut through is disheartening.<br><br>I remember when Circle C was being developed and the developer said it would be only 15 minutes to downtown. Well, that has never been the case, not even after MoPac was extended to Slaughter. You add more lanes to MoPac, and that will give the greenlight for developers to develop even further South.<br><br>I'll not repeat what the Better Mopac Coalition is saying as I can't say it better, but I behoove you to NOT follow through with your proposal without further consideration.<br><br>Respectfully,<br><br>Diane Singleton |
| **4/28/2026** | Diego Cruz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Diego Mendez | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Diego Mendez |
| **5/3/2026** | Diego Miro | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>-aquifer contamination<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Diego Ybarra | I do not support the deconstruction of any cycling, walking, or hiking trails or damage done to natural spaces. |
| **5/3/2026** | Dilia Russell | Austin is unique in it's beauty and nature and adding to mopac would only interfere with the natural sites. Mopac has already undergone many changes. It doesn't need another at this time |
| **5/3/2026** | Dilia Russell | Austin is known for its natural sites and this would interfere with the unique sites Austin has to offer. |
| **4/27/2026** | Dillon Aitala | do a full environmental impact evaluation. |

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| **4/20/2026** | Dolina Logan Faulk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Dominic Balistreri | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Dominic La Puma | I am vehement opposed to any expansions to the highway within Austin. I wasn't increased development on more walkable and bike friendly routes, and increased public transit. |

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| **4/21/2026** | Dominic Moreno | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Dominic Moreno | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/8/2026** | Dominic Padilla | I believe this plan should include provisions for drone taxi landing sites and increased robotaxi usage. It is inevitable that this technology will arrive soon, and making those accommodations now will be very smart and forward-thinking. |

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| **4/30/2026** | Dominic Padilla | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/3/2026** | Dominic Romo | KEEP BARTON ALIVE! There are few places to escape to. Get rid of it, and the whole city will turn sour. NY would never get rid of central park |

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| **5/3/2026** | Dominic Villegas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Dominic Villegas |

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| **4/21/2026** | Dominic Wetzbarger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/12/2026** | Don Nyland | I live south and use the Loop 1 corridor regularly to travel north and back. This stretch has become more and more congested over the years throughout the day. Along with the additional GP lanes the ramps from Ceasar Chavez to Barton Skyway need to be modified to decrease weaving and improve access to the main lanes. |
| **4/16/2026** | Don Rutherford | To help south Mop there is already enough road to make it three lanes from West William cannon to Davis lane IF you would make the lane from the bridge at Brush county to the next bridge. there are three lane at the point where traffic from 290/71 comes on to south mop then you didn't extend the lane from West William cannon Davis when you made the lane on North mop from Davis lane to west William cannon. Just make the lane at West William Cannon go past the bridge at Brush Country THAT will help traffic!!!! |
| **4/20/2026** | Dona Tabrizi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Donald Brown | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Donald Brown |

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| **4/24/2026** | Donald Fieldhouse | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Donald Fieldhouse |

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| **4/28/2026** | Donald Lawson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Donald Lawson |

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| **5/2/2026** | Donald Travis | Hi, my name is Donald Travis. I do not approve of this project and I would love a full environmental impact study performed because I'm concerned about the endangered species as well as the ecosystem surrounding the area where this is going to be built.I would just like it recorded and noted that I would like a full impact environmental studyconducted before this project is given to go ahead.Thank you.Thank you very much.Thank you. |
| **3/31/2026** | Donna Osborn | We are the neighborhood bordering east of Mopac from 1st St to Enfield. Why the MoPac Expansion May Negatively Impact OWANA & Nearby Neighborhoods. These impacts disproportionately affect nearby residents compared to regional commuters who benefit. 1. Induced Demand = More Traffic, Not Less Expanding highways like MoPac Expressway often leads to induced demand when increased capacity encourages more people to drive. Congestion frequently returns to previous levels or worsens. This has been observed in many U.S. cities and is widely studied in transportation planning. 2. Increased Air, Noise and Light Pollution Wider highways and higher traffic volumes mean: • More vehicle emissions ($NO_2$, particulate matter) • Increased noise levels, especially from elevated lanes Neighborhoods like OWANA (Oak Hill / West Austin area) could see declining air quality and livability, particularly for families, schools, and outdoor spaces. • Light Trespass disrupts sleep and affects overall health. 3. Environmental Harm to Sensitive Areas The expansion includes an enlarged bridge over Lady Bird Lake and elevated lanes south of the river. Risks include: • Stormwater runoff pollution into waterways • Habitat disruption • Increased urban heat effects from more pavement 4. Community Disruption & Construction Impacts An 8+ mile expansion means years of construction, bringing: • Traffic detours and longer commutes • Increased accidents in work zones • Noise and dust affecting daily life These impacts disproportionately affect nearby residents compared to regional commuters who benefit. 5. Encourages Car Dependency Over Better Alternatives • Public transit • Walkability and bike infrastructure • Smarter land use planning This locks Austin into a more car-dependent future rather than a resilient, multimodal system. 6. Property Value & Quality of Life Concerns Proximity to a significantly widened highway especially with elevated lanes can: • Reduce property desirability • Increase visual blight • Create a physical and psychological barrier between neighborhoods |

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| **4/23/2026** | Donnie Downs | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/29/2026** | Doris Heinen | To: Central Texas Regional Mobility Authority Board of Directors Re: MoPac South Expansion (Build Alternative 2C) — Public Comment<br><br>_____<br><br>I am writing to formally oppose the proposed MoPac South expansion and to urge the CTRMA to pause, reconsider, and conduct a thorough, independent review before advancing this project any further.<br><br>Lane Expansion Does Not Solve Congestion — The Science Is Clear<br><br>The premise driving this project is that adding lanes reduces traffic, yet this premise is contradicted by decades of peer-reviewed research. Any time savings generated by highway expansions are typically wiped out within 5–10 years, after which the highway returns to or surpasses its previous level of congestion. This is the well-documented phenomenon of "induced demand": build more road capacity, and more drivers fill it.<br><br>A landmark 2011 study published in the American Economic Review by economists Gilles Duranton and Matthew Turner — often called "The Fundamental Law of Road Congestion" — found an almost perfect correlation between lane-mile construction and vehicle miles driven. Texas has a cautionary tale of its own: Houston's Katy Freeway was expanded multiple times over the past 20 years at a cost of nearly $3 billion and now has a massive 23 lanes — yet travel times have only gotten worse. Austin should not repeat this mistake at the cost of $1 billion of public money and irreplaceable natural resources.<br><br>We Austinites demand a Full, Independent Environmental Impact Assessment<br><br>Environmentalists, the City of Rollingwood, and Austin High neighbors have all raised serious concerns — from construction pollution flowing into Barton Springs, to noise and light pollution, to increased traffic on Cesar Chavez. These are not minor concerns to be addressed in a piecemeal Environmental Assessment. Given the scale of this project — 8.8 miles, up to 6–8 new lanes, elevated structures — a full Environmental Impact Statement (EIS), not merely an EA, is warranted. The public deserves an independent, comprehensive analysis of the effects on air quality, water quality, wildlife habitat, and surrounding communities — conducted without agency conflicts of interest — before a single shovel breaks ground. |

The CTRMA Process Raises Serious Transparency Concerns

The CTRMA initially scheduled the official public feedback period over the holidays, when many residents are disengaged from civic life — and only extended the comment window after facing public criticism. When Travis County Commissioners pressed CTRMA staff for clarity on how public input had been incorporated, a commissioner stated plainly: "We never got a clear explanation of how those comments were taken into consideration." The public has a right to know: who benefits financially from this project, and why is a decade-old plan being revived and fast-tracked now despite sustained community opposition? Austinites deserve genuine transparency, not a process designed to minimize meaningful input.

Barton Springs and the Surrounding Ecosystem Are Non-Negotiable

Barton Springs Pool and the Barton Creek Greenbelt are not just amenities — they are the ecological and cultural soul of Austin. They are among the primary reasons people move here, visit here, and fight to keep Austin livable. The Barton Springs Salamander, a federally listed endangered species found nowhere else on Earth, depends on the springs' water quality. Construction of elevated lanes and expanded impervious cover in this watershed puts that ecosystem at grave and irreversible risk. No congestion improvement — especially one that research shows will be temporary — is worth permanent damage to one of Austin's most precious and irreplaceable natural resources.

In Closing

I urge the CTRMA to halt the advancement of Alternative 2C and instead invest in evidence-based solutions: expanded public transit, improved cycling infrastructure, and genuine demand management. The question is not whether Mopac has a traffic problem. It does. The question is whether this project will actually solve it — and all evidence suggests it will not, while causing lasting harm to our environment and community character.

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| | | Respectfully,<br><br>Doris Heinen |
| **5/3/2026** | Doris Scherer | DO NOT BUILD THE TOLLS THAT WOULD RUIN NATURAL LANDSCAPE. The natural beauty brings tourist revenue. |
| **5/3/2026** | Dorothy G Caldwell | This project will hurt more of what makes Austin, Austin by blocking out the light from the trail bridge, damaging air and water quality, destroying endangered species habitat, and turning Mopac into a massive I-35 alternative. Do not fast-track this damaging plan—we demand a full Environmental Impact Statement (EIS) and real alternatives that avoid irreversible damage to our water, wildlife, and public health. I can't believe we even have to say this. |

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| **4/28/2026** | Dorothy Roark | Dear CTRMA Board Members,<br><br>I'm concerned about impacts to the Edwards Aquifer which provides water to Austin residents — so absolutely — a full Environmental Impact Statement must be conducted for such a major project.<br><br>In addition, there seems to be no consensus that all this multi-year disruption and damage would actually improve traffic, when, in fact, there's a probability that traffic — and housing sprawl — would actually increase!<br><br>On a personal note, I use the Butler Hike and Bike Trail 4-5 times a week — walking to the YMCA, to Trader Joe's, the Central Public Library, and just for exercise and fun being outdoors. I would hate to see the impact on the trail and trail use from this lengthy project. And for what?<br><br>Respectfully,<br><br>Dorothy Roark |

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| **5/3/2026** | Dorothy Walker | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Dorothy Walker |
| **4/29/2026** | Dottie Watkins | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **4/28/2026** | Doug Roberson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Doug Roberson |
| **4/6/2026** | Doug Addison | I am opposed to the CTRMA's MoPac expansion from Enfield Road to Slaughter Lane. I do not want to see this project move forward. I do not want to see this project built. |

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| **4/22/2026** | Doug Brandt | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Doug Brandt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Doug Danzeiser | Dear CTRMA Board Members,<br><br>I have lived in Austin since 1986 and near S Mopac for 20 years. I walk my dog next to Mopac almost every day. I see the impact of mopac's pollution everyday already. There is no way that an expansion will not increase the pollution. Please don't do this. I drive Mopac often, and we don't need this. What we need are better transit options, which right now are terrible. I ride the bus downtown almost every week, and it is so bad that no one can rely on it.<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| | | • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Doug Danzeiser |

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| **4/22/2026** | Doug Danzeiser | Dear CTRMA Board Members,<br><br>I have lived in Austin since 1986 and near S Mopac for 20 years. I walk my dog next to Mopac almost every day. I see the impact of mopac's pollution everyday already. There is no way that an expansion will not increase the pollution. Please don't do this. I drive Mopac often, and we don't need this. What we need are better transit options, which right now are terrible. I ride the bus downtown almost every week, and it is so bad that no one can rely on it.<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. |

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| | | Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Doug Danzeiser |
| **5/3/2026** | Drake | Please stop the MoPac construction I like lady bird lake and would not like to see it ruined |

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| **4/21/2026** | Drew Crichton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Drew De Los Santos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Drew Denton | Investing in public transportation and public infrastructure would 1) make citizens happier 2) not disrupt wildlife with the same impact as a mopac expansion and 3) actually solve the traffic crisis on 1 |

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| **4/20/2026** | Drew Oosterlaken | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Duncan Buchanan | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Duncan Buchanan |
| **5/3/2026** | DUNCAN BUCHANAN | I do not support the MOPAC expansion as the environmental impact could far outweigh any possible benefits. |

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| **5/3/2026** | Dustin Caputo | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Dustin Caputo |
| **5/2/2026** | Dustin Deshotels | I drive this section of mopac 5 days a week. Don't disrupt with construction for years on end, improve lanes and invest in mass transit routes instead. |
| **5/3/2026** | Dustin Grey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Dustin Wade | I vehemently oppose the MOPAC expansion project. This project will invariably increase traffic along the corridor and increase emissions pollution, and will destroy or degrade much valued greenspace and trails along the corridor. Austin does not need more roads, we need investment in multimodal transportation options. Sincerely, Dustin Wade |

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| **4/30/2026** | Dylan | Hello,<br><br>I'm writing in to oppose the project as it is currently proposed. I'm a South Austin resident living in zip code 78745.<br><br>I would like to see an updated proposal that:<br><br>Does NOT expand the highway<br><br>Adds wide, shaded bike and pedestrian paths<br><br>Creates bike-pedestrian east-west crossings every quarter mile<br><br>Improves transit reliability<br><br>Completes a full environmental impact statement<br><br>Expanding the highway only incentivizes more people to drive from suburbs into the city (including me, I am traffic), creating more or equal congestion as there is today. Shaving 5-10 minutes off of the peak hour traffic is not worth the money, environmental damage, or lives lost (increased driving = increased deadly highway crashes) that expanding the highway will cost. This money would be better invested in projects that prioritize walking, biking, and regional transit.<br><br>CTRMA should encourage public and private employers to offer increased flexibility to work from home or commute at non-peak hours to reduce regional congestion from office workers (and other industries) that don't need to be on a strict 9-5 |

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| | | schedule that contribute to the AM and PM rush hours.<br><br>Dylan Johnstone |

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| **4/25/2026** | Dylan Beecher | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Dylan Johnstone | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/30/2026** | Dylan Johnstone | Hello,<br><br>I'm writing in to oppose the project as it is currently proposed. I'm a South Austin resident living in zip code 78745.<br><br>I would like to see an updated proposal that:<br><br>Does NOT expand the highway<br><br>Adds wide, shaded bike and pedestrian paths<br><br>Creates bike-pedestrian east-west crossings every quarter mile<br><br>Improves transit reliability<br><br>Completes a full environmental impact statement<br><br>Expanding the highway only incentivizes more people to drive from suburbs into the city (including me, I am traffic), creating more or equal congestion as there is today. Shaving 5-10 minutes off of the peak hour traffic is not worth the money, environmental damage, or lives lost (increased driving = increased deadly highway crashes) that expanding the highway will cost. This money would be better invested in projects that prioritize walking, biking, and regional transit. |

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| | | CTRMA should encourage public and private employers to offer increased flexibility to work from home or commute at non-peak hours to reduce regional congestion from office workers (and other industries) that don't need to be on a strict 9-5 schedule that contribute to the AM and PM rush hours.<br><br>Dylan Johnstone |

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| **4/30/2026** | Dylan Johnstone | Hello,<br><br>I'm writing in to oppose the project as it is currently proposed. I'm a South Austin resident living in zip code 78745.<br><br>I would like to see an updated proposal that:<br><br>Does NOT expand the highway<br><br>Adds wide, shaded bike and pedestrian paths<br><br>Creates bike-pedestrian east-west crossings every quarter mile<br><br>Improves transit reliability<br><br>Completes a full environmental impact statement<br><br>Expanding the highway only incentivizes more people to drive from suburbs into the city (including me, I am traffic), creating more or equal congestion as there is today. Shaving 5-10 minutes off of the peak hour traffic is not worth the money, environmental damage, or lives lost (increased driving = increased deadly highway crashes) that expanding the highway will cost. This money would be better invested in projects that prioritize walking, biking, and regional transit. |

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| | | CTRMA should encourage public and private employers to offer increased flexibility to work from home or commute at non-peak hours to reduce regional congestion from office workers (and other industries) that don't need to be on a strict 9-5 schedule that contribute to the AM and PM rush hours.<br><br>Dylan Johnstone |

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| **4/27/2026** | Dylan Lohrstorfer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Dylan Wells | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Dylan Wells |

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| **4/30/2026** | Dylan Yeary | Hello,<br><br>I've lived in Austin since I was 9 years old. I have seen what the I-35 expansion has done and is still doing to my city. I've actually started using MoPac again more because there's little to no construction.<br><br>The proposed $825M spent on this should be spent on helping the city fund projects that it needs, like better public transit and more bike accessibility. My sister uses the bus, and it shouldn't have to take her an extra hour to get somewhere just because she doesn't have a car. Please work with the city and other public transit companies to make our lives easier, not harder. I would personally love an expansion on our train system.<br><br>Austin has already lost so much of its beautiful green space, and an extra 110+ acres would rip even more of that green space out. It would disrupt people's daily lives, as well as the lives of the creatures and plants that live in those spaces. I would want a full Environmental Impact Statement to be released if this project were to go through.<br><br>In short, I oppose expanding MoPac South, and would be extremely disappointed in the city I love.<br><br>Thank you for your time,<br><br>Dylan Yeary |
| **4/30/2026** | E R Bonson | We all must preserve the nature trail that parallels and passes under MoPac, and Not add toll lanes above the Edwards Aquifer recharge zone!! |

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| **5/3/2026** | Ebany Mendoza | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ebany Mendoza |
| **5/3/2026** | Echo Bond | Mopac expansion is uneconomical, unethical and unneeded. Please reconsider this expansion. Our waterways and wildlife and land surrounding this area is delicate and needs protection. I strongly say no to this proposal. |

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| **4/24/2026** | Ed Crowell | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Ed Crowell |

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| **4/28/2026** | Ed Crowell | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ed Crowell |

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| **4/28/2026** | Ed Crowell | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ed Crowell |

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| **5/2/2026** | Ed Crowell | To the members of the Central Texas Regional Mobility Authority:<br><br>I am a resident of Travis County on the southwest side. I use MoPac south and north of U.S. 290 West. The existing major routes to and through downtown work well enough even during rush hours.<br><br>Please do not subject us to years of "improvements" for some 15 minutes of commute times.<br><br>You haven't provided citizens with a thorough and full Environmental Assessment study of the damage that would be done with more lanes of traffic for nearly nine miles of MoPac. That must be done before the authority acts.<br><br>I and my family members who live next door make up six of the drivers who would be terribly affected by this major project that would take several years to complete. The cost in millions of dollars is so very unwise.<br><br>We wouldn't be able to enjoy Zilker Park during this project. We couldn't walk the pedestrian bridge to Austin High School or access the YMCA on Cesar Chavez Street. We couldn't visit friends living on the west side of downtown. Our daughter's commute to work near the Capitol would take much longer.<br><br>Let's see a full Environmental Assessment before anything is decided.<br><br>Thank you for your consideration of my comments.<br><br>Ed Crowell<br><br>fb.me/ecrowell63 <http://fb.me/ecrowell63> |

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| **4/28/2026** | Ed Johnson | It is really sad that there is no way to get through Austin, without going through constructions projects, which are really unsafe, no headlight screens and extremely narrow lanes, (Pflugerville, Downtown, Slaughter IH35). No wonder there are so many accidents. Now the only way to get through is on a toll road, which costs approximately $20/day. You also have blocked off access to feeder streets so we have no choice. We are taxed for roads on our gas taxes, sales tax & property tax for Capital Metro. How many toll authority employees commute to work? How many work from home. Finish one project before starting another, we are tired of it, and the excuse that the tolls for maintained is BS. Also not to mention the environmental factor. Give it a break! |
| **5/3/2026** | eden walker | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have |

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| | | come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, eden walker |

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| **4/29/2026** | Edgar Padron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Edna Dominguez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Edna Dominguez |

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| **5/3/2026** | Edward Docherty | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Edward Ortega | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Edward Ortega | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Edward Pierce | No to the highway expansion!!! |
| **4/20/2026** | Edward Traugott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/21/2026** | Edwin Bautista | I want CTRMA to invest in transit, walking, and biking—not double down on highway expansion |
| **5/3/2026** | Edwin Bull | We do not support the raised Mopac south. It will disrupt Greenbelt beauty that we are enjoying this very minute. We live on the Greenbelt in that specific area. Don't want this natural habitat bothered in any way. Investigate the possibility of underground/tunneling as an option as long it does not effect the aquifer . |

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| **5/3/2026** | Edwin Escobar | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Edwin Escobar |
| **5/3/2026** | Edwin Navarro | Save our springs pls!!! |
| **5/1/2026** | Edyn gerzon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Eileen Bristol | Dear CTRMA Board Members,<br><br>I first moved to Austin in 1969. My mother lived here in the 40's... We both absolutely love Barton Springs and Austin.<br><br>I read with dismay the statistics about our water table, especiallly with the increased growth. We are running out of water. The climate has changed.<br><br>More residents, businesses and factories can not be sustained. I repeat... We are running out of water. Anything that encourages growth is very short sighted.<br><br>If you are going to expand Mopac I suggest you consider a “low-build” alternative that:<br><br>Protects the environment while addressing traffic needs<br>Incorporates a full Environmental Impact Statement (EIS) considering cumulative effects from the SH 45 SW extension to water quality, endangered species, and hydrogeologic resources.<br>Ensures robust public and subject matter expert participation in decision-making.<br>Focuses on targeted upgrades instead of massive widening by exploring sustainable and proven alternatives that prioritize public transit, ride share and tele-commuting, pedestrian and bike infrastructure, rush hour high-occupancy vehicle (HOV) lanes, ramp metering, and traffic demand management strategies over highway expansion.<br>Thank you for considering the future.<br><br>Eileen Bristol<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering |

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| | | these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Eileen Bristol |
| **5/1/2026** | Eileen Johnson | The Edwards Aquifer is a fragile ecosystem. While your studies seem to indicate that there's no significant impact with the current design of this project, there are other environmental organizations who have provided evidence that your findings are flawed. I trust the findings of those studies rather than those of the organization that is in place to make sure this project happens. I'm hoping that you are genuinely interested in hearing from the public and will find solutions that don't damage the aquifer or endanger the flora and fauna of this precious part of Austin. Once these systems are damaged, there's no repairing them. While traffic and mobility in Austin are important issues, we must make sure that we don't end up destroying what makes Austin the place where people want to live. Thank you. |

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| **3/23/2026** | Eileen McGinnis | As a Texas mom, I care about our kids' clean air and climate future. Widening highways doesn't solve traffic issues and it endangers our kids' right to clean air and a livable climate. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. Instead, I would like to see investments in infrastructure that benefit kids and families, like continuous pedestrian-bicycle paths along the project's length and converting an existing highway lane to a HOV/transit lane, and investing in transit, walking, and biking. |
| **4/30/2026** | Eileen McGinnis | I'm writing as the mom of an 11-year-old Austinite about the proposed expansion of MoPac South. As a parent, I'm deeply concerned about the regional air quality and children's health impacts of widening highways like MoPac South. Our kids deserve more pedestrian and bike infrastructure and reliable public transit, not more car-centric infrastructure that threatens their respiratory health and their climate future.<br><br>Highway expansions don't work to solve traffic issues. And they certainly are not worth the cost to kids' health and right to thrive.<br><br>Thank you for your time,<br><br>Eileen |

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| **5/3/2026** | Eimanie Thomas | Dear CTRMA Board Members, <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;">My name is Eimanie Thomas and I am urging our representatives, any stakeholders involved in this development to put citizens and our environment's wellbeing first and do a full environmental impact statement. The current environmental assessment is the lowest level of federal review. As someone who is is majoring in civil engineering, I am not anti-urbanization. What I advocate for is smart and legal urbanization. This is not that. The state of Texas is already facing a water crisis across multiple cities, and eventually the rest to follow. Traffic is not the primary resource of residents, it's water. The cities with the best urbanization, exceptional tourism, and strong populous satisfaction are those that have invested the money into public transportation and high speed rails. We should not be committing to rushed, minimal public input and awareness infrastrucutre plans that have failed to improve our traffic concerns in the last two decades. Time and time again, more lanes have simply shown to encourage more traffic years later, with the same issue arising. <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 20.3px;"> <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;">Austin is special because of our water resources. Not because of our highways. The Edwards Aquifer is extremely sensitive, and pollution can move through it very quickly. The affected area also supports endangered Barton springs salamander and the Austin blind salamander. Imagine if we marketed off of the salamanders as our mascot the way Buc-ee's popularized a beaver? <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 20.3px;"> <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;">The scale of this expansion at the least requires a full environmental assessment. Or at the very least, an accurate one. No environmental scientist, scientist, or honest engineer could come to the conclusion through 200 pages that there will be and i quote “no significant impact”. The public timeline to submit comments was 2 months, this is grossly inadequate for the scale of this project. I urge developers to at least be proud of their work by encouraging more input and a longer timeline for public input. <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 20.3px;"> <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;">And we still have no idea what to expect the impacts of the data centers coming to Texas will do to our water supply. Water companies throughout |

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| | | Texas are already having to utilize brine water rather than typical ground water. They are lowering health ppm standards to use this brine water. Austin should be setting a model for the rest of Texas on how to prioritize their resources and grow sustainably, rather than harmfully with little review. <br /><br /> <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;">Thank you for your time, <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;"> <p style="margin: 0px; font-style: normal; font-variant-caps: normal; font-width: normal; font-size: 17px; line-height: normal; font-family: system-ui; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-variant-emoji: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal;">Eimanie Thomas Thank You for listening to your neighbors, Eimanie Thomas |

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| **4/20/2026** | Ela Unverdi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Elaine Agatston | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Elaine Agatston |

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| **4/26/2026** | Elaine Berend | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I currently live in Richardson, where I attend UT Dallas, but i come from the Austin area. Whether or not i choose to return to the place I grew up when I graduate will depend greatly on how projects like this one develop.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/16/2026** | Elaine Eidelberg | Mopac, 290, and I35 simultaneously? Work on the damn lightrail! No, no no no, stop this. |
| **4/20/2026** | Elaine Eidelberg | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Elana Esquivel | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Elana Esquivel |
| **4/25/2026** | Elana Verbin | Expanding Mopac will not ease traffic, it will only destroy one of the areas so central to Austin -- the TownLake trail and parks where people come together to enjoy nature and community. Creating so many lanes will turn Austin into Houston with its huge highways that just seem to encourage more through traffic. Also, given all of the construction on I-35, let's leave the other main thoroughfare across the lake alone otherwise it will feel like a construction nightmare to navigate through the city. This project feels like it benefits construction companies and not Austin citizens. I strongly voice my dissent against moving forward with expanding Mopac. |

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| **4/20/2026** | Eleanor Herasimchuk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Eleanor Kwong | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists that bike on the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **4/24/2026** | Eleanor Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Elena Ashen | Please do not add lanes. It will damage the aquifer and water quality in the area. It will cause more congestion in an already congested space for not much gain. |
| **5/2/2026** | Elena Ashen | Please do not expand Mopac over the Edward's Aquifer. Please get a full evaluation as this will destroy our aquifer and our wildlife that can not be replaced. Protect our water. Protect our salamanders. Thank you. |

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| **4/20/2026** | Elena Barrera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Elena Durbin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Elena Michaelson | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Elena Michaelson |

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| **4/24/2026** | Elena Savastano | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Elena Savastano |

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| **4/28/2026** | Eli Tostengard | I am a multifamily real estate developer within Austin and its surrounding areas. I am writing to oppose this Mopac South widening project, as the induced demand of the additional lanes will not actually solve the issue of congestion. Yes, it will add capacity, but if the project's stated goal is to reduce congestion, then this project will be of no use. Furthermore, since these are bond-funded projects that get paid back via tolls - this project will increase the 'flywheel' of CTRMA's bonding/financing capacity, and will only lead to more future highway expansions / additions in a city that is already choking on its own traffic. We've hit a tipping point where our urban density is too great to purely utilize driving as our primary form of transportation. We need to learn our lessons of the past and find new ways to move people around other than JUST cars. I would encourage the CTRMA to explore other projects that increase mobility by other means if that authority exists. |
| **5/3/2026** | Elias Frank | I am broadly in favor of civic improvements, but it seems inadvisable to build anything on this scale in that recharge zone. I've looked through your environmental statements, and while I am heartened to see that research indicates mild impacts, I did not see actual data. Would it be possible for you to provide the studies that you are using? Thanks. |

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| **4/28/2026** | Elias Ortiz | Dear CTRMA Board Members,<br><br>Hello as a veteran who lives in Austin and was born here I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the |

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| | | Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Elias Ortiz |

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| **4/27/2026** | Elijah Coleman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/15/2026** | Elijah Fichtel | This expansion will have dire consequences on the Barton Creek watershed and surrounding feeders to the Edward's Aquifer. Already disrupted by countless construction projects along HWY 290 and Southwest PWKY, this ecosystem needs more protecting, not a couple extra lanes. We can always build more roads - there will NEVER be another Barton Springs/Creek. By disrupting this environment the city threatens countless endangered species as well as the water our city and state relies on to survive. The drought across Texas this year has exemplified how crucial our water systems are and how we rely on them to the upmost degree. Austin is lucky to receive greater rainfall than surrounding areas but our fellow Texans who aren't so lucky are relying on the Edward's Aquifer for survival. By denigrating the existing, established system around Mopac, construction would threaten to permanently alter if not destroy the natural wonders that make up South Austin. No matter how much protection or mitigation takes place construction projects WILL impact the environment both chemically and physically in ways we have scientifically quantified as negative for the area, in addition to ways we may not understand till much further in the future. Runoff and erosion from clear cutting will dissolve our beautiful hills while poisoning the water system. Heavy machinery will disrupt wildlife, businesses, and occupants of the area for an estimated 7 years. That is frankly far too much damage and disruption than is necessary for an already functioning highway. Other solutions must be explored and invested in before we shell out over 800 million for a none-solution to this problem. Because, as far as every other study done on highway expansions has proven, adding more lanes does not improve traffic. I drive Mopac every day for work and have driven it for the past 5 years. There are times of congestion and heavy traffic, surely, but none so bad as to warrant the dissolving of our natural ecosystems and a blatant disregard for the integrity of Austin's waterways. The Department of Transportation must determine alternative solutions if they seek to alleviate traffic in 2035 beyond the destruction of one of our most prized ecosystems in the state. Let the land be. |
| **5/3/2026** | Elijah Parker | Over and over again we, as a people, have seen projects move forward based on the merits of quasi responsibility studies conducted by the companies funding the projects that stand to profit. This is a backwards methodology. Life is a circular thing. The reason we have traffic in Austin is because people love to live here. People have been in the Austin area for thousands of years because of the aquifers and resulting springs and rich lush waterways. If CTRMA is going to be generating revenue off of the people of Austin we all need to ensure they are taking every precaution to preserve Austin's most precious resources. The only responsible path is to enforce that CTRMA collaborate directly with another 3rd company selected by city of Austin officials. The 2 companies should be required to collaborate on ensuring the highest degree of environmental responsibility within the project from end-to-end. Infrastructure is essentially irreversible. We can not get back natural resources like this if we cause harm in the process. And CTRMA can definitely fit environmental |

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| | | studies into their budgets considering they will be profiting from the residents of Austin who love to live here for years to come. |
| **4/26/2026** | Elijah Rivas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Eline van der Steur | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Eline van der Steur | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Eline van der Steur |

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| **4/26/2026** | Elinor Ryan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Elinor Ryan |

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| **5/3/2026** | Elisa Crawford | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Elisa Crawford |

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| **4/26/2026** | Elisa Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elisabeth Joy | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Elisabeth Joy |
| **5/3/2026** | Elisabeth Whitehead | Do not expand mopac and jeopardize Barton springs |

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| **5/3/2026** | Elise Pullias | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elissa Cave | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Elissa Cave |

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| **4/22/2026** | Eliza Kimbell | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Eliza Kimbell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Eliza Schindler | Demand a Full EIS: CTRMA is cutting corners with a predetermined FONSI. Under the National Environmental Policy Act, a full EIS is required when a project will significantly impact the environment. Drilling into the Edwards Aquifer, harming endangered species, damaging parks, and worsening air quality next to Austin High School are all significant impacts that should trigger a full EIS. Question the Outdated Analysis: This project started in 2011, and the traffic model used to dismiss alternatives was finalized in 2012—over 14 years ago. Since then, we've had a pandemic, expanded telecommuting, and approved Project Connect. We need CTRMA to rethink this project with reconsideration of alternatives, updated data, and consideration of local goals and policies. Challenge the "Benefits": After 5-7 years of disruptive construction, the project will save only 5-6 minutes for someone traveling the entire 8.77-mile length during rush hour. Meanwhile, construction delays will largely zero out these minimal improvements Protect Endangered Species: CTRMA admits the expansion will adversely affect 4 federally endangered species but refuses to consider design alternatives that could avoid these impacts. Construction will threaten the clean flow of groundwater to Barton Springs and kill cave ecosystems that cannot be restored. Demand Clean Air for Students: Austin High School students and nearby residents will be exposed to higher levels of fine particulate matter (PM2.5) from increased traffic, tire wear, and brake dust. CTRMA's claim that air quality will improve despite 331 million more vehicle miles traveled per year being added to the corridor is not credible. Protect Our Water: The proposed water quality treatment doesn't meet the standards that Travis County and the City of Austin use for their own roads. During construction, sediment and pollutants will flow directly into the Edwards Aquifer Recharge Zone, causing irreversible harm. |
| **5/3/2026** | Eliza Springs Dahmen | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Eliza Dahmen |
| **5/3/2026** | Eliza Springs-Dahman | Hello, my name is Eliza Springs-Dahman.I am an Austin resident.I was born here and I care very deeply about the Edwards Aquifer and Barton Springs.The MOPAC expansion project is absolutely unacceptable.It will have a large impact on several endangered species in the environment over a rechargezone in the aquifer and we cannot allow this to happen.We need to demand an environmental impact statement before this project goes through.Please, please get us an environmental impact statement.It is going to have a severe impact on environmentand endangered species.The Barton Springs Salamander,I personally am named after Eliza Springs,which is the sanctuary for the Barton Springs Salamanderwhenever they find one.My name is Eliza Springs Domon,and I care very deeply about this project going through.Please, please do not do it.We need no impact on the trails, no more traffic.It is not going to help.It is going to make things significantly worse.Please do not do this.Get us an environmental impact statement.Thank you. |

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| **5/3/2026** | Elizabeth | The springs are an integral piece of Austin community, history, and culture. Optimizing their health and accessibility is a priority! |
| **4/23/2026** | Elizabeth Suemnicht | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. |

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| | | Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Elizabeth Suemnicht |

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| **4/26/2026** | Elizabeth Avellan | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Elizabeth Avellan |
| **3/19/2026** | Elizabeth B Nowicki | Please don't add to this bloated highway. Please do add more public transportation! I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/20/2026** | Elizabeth Baird | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration,<br>Elizabeth |
| **5/3/2026** | Elizabeth Baird | Hello-<br>I am writing to voice my opposition for the MoPac South expansion.<br>Nothing should be approved without a full Environmental Impact Statement, and I'm shocked that leaders thought they could move forward without this.<br>I'm not convinced that more lanes will fix traffic issues due to induced demand....my fear is we would spend exhorbitant amounts of money (and time) to build this project and end up right back where we started. We need full studies on how this expansion would actually help traffic and not just add to it.<br>I believe it would be more forward-thinking and useful to use this large amount of funds to strengthen and diversify our transit methods, including, rail, transit, and biking.<br>Together we can all figure out the best way forward but this is not it.<br>Thank you for your consideration,<br>Elizabeth |
| **5/3/2026** | Elizabeth Baker | Hi, my name is Elizabeth Baker. I live here in Austin and I'm calling to opposethe MOPAC expansion project that is putting Barton Springs and the aquifer,Edwards Aquifer, in danger, requiring a full environmental impact statement.Before anything is started with this project, we need to know what impactthis is going to have on our precious environment before any kind of construction is started.The Barton Springs is the reason I live here, it's the reason I stay here, and I am in fullopposition, very passionately against this going forward project, which could and wouldgreatly impact negatively our precious waters, our drinking waters,our natural waters here, the endangered species,the four endangered species that could be gravely disturbed and harmedin this project. I ask that you please stop this andUm, run a full environmental impact statements before anything ismoved forward on this project.My family depends on this.Um, this is very important to me and my family.Thank you very much.My name is Elizabeth Baker and I'm an Austin resident. |

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| **4/21/2026** | Elizabeth Banker | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Elizabeth Banker |

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| **4/28/2026** | Elizabeth Bezanson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Elizabeth Bezanson |

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| **4/27/2026** | Elizabeth Borgerding | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Elizabeth Brown | I am against the expansion of MoPac South for many reasons. The most important of those reasons are the environmental impacts. Why go through with this whole ridiculous project to save the average commuter 5 minutes drive time? Oh yeah, money. It's always about the money. This expansion will do nothing to enhance my quality of life. In fact it will diminish my quality of life. Please add my name to the list of concerned citizens that are against the MoPac South expansion. |
| **4/20/2026** | Elizabeth Conci | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Elizabeth Conci | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elizabeth Crain | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Elizabeth Crook | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Elizabeth Crouch | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Elizabeth Crouch |

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| **4/21/2026** | Elizabeth Davis | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Elizabeth Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Elizabeth Engle | Businesses want to local, and their employees want to live here in great part because of our easily accessible outdoors- the green belts, boating, biking, hiking, climbing- and the beautiful vistas which are NOT available in other cities with our level of commerce. Do NOT turn Austin into Houston or Dallas or LA, or NYC with lanes and lanes of high speed traffic. Preserve what we Austinites and Texans have so proudly preserved. Don't give this away. Keep the original one lane expansion. Don't jepardize our children's economic future by overdevelopment. Ms Ellis has called for a full environmental impact survey just like TxDOT always does. TxDot cares. |

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| **4/21/2026** | Elizabeth Gainer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elizabeth Galiger | please require a full EIS to examine ALL the impacts of this terrible highway expansion over our river, creek, parks, aquifer, our most precious resources. |
| **5/3/2026** | Elizabeth Galiger | Dear CTRMA Board Members, I am sad and horrified that anyone is considering destroying some of the most precious parts about Austin. Adding so many lanes of traffic really, sadly, doesn't improve traffic problems, it only makes them worse by encouraging I-35 drivers to loop around the city. Money would be better spent supporting ways to actually reduce traffic instead of spendiung billions and years encouraging traffic to grow even worse. The damage to the fragile karst limestone, to the Colorado river, to Barton Creek and the Edwards aquifer is irreperable and especially concerning as we face growing water shortages, reduced pollution controls, more data centers using what water remains. Austin's jewel is our river, springs, pool, parks, trees, and that is more important than ever as Austin is built more densely with more pavement and fewer trees. The number of things wrong with this project are so many. Please do a full Environmental Impact Study before proceeding any further, to comprehensively consider ALL the impacts, from traffic to environment, connecting all the pieces of the western beltway around town. Sincerely, Elizabeth Galiger |
| **4/23/2026** | Elizabeth Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Elizabeth Garcia | Eagerly begging you to rethink this course of action and to respect the land we live on and love. Every bucket list for Austin TX ever is Barton Springs and our wildlife. It is synonymous with the city. Please hear those who live here, pay taxes, and want to continue to live here!! |
| **4/21/2026** | Elizabeth Gibson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/19/2026** | Elizabeth Graves | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Elizabeth Graves |

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| **5/3/2026** | Elizabeth Hirsch | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Elizabeth Hirsch |
| **4/24/2026** | elizabeth holsten | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Elizabeth Kernan | A full environmental study must be done for this project. Pollution to water and nature spaces.I do not support this project. You really are ruining what makes this place worthwhile only to make a quick profit. |

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| **4/23/2026** | Elizabeth Long | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **3/24/2026** | Elizabeth Marrero | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Elizabeth Marrero |

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| **3/24/2026** | Elizabeth Marrero | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/23/2026** | Elizabeth Mensing | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Elizabeth Middleton | I am totally against this project. I even live in Circle C and deal with this traffic . The beauty of Austin is being taken away. I often SUP on Ladybird and am worried about the environmental and inconvenience this will create. |
| **5/1/2026** | Elizabeth Nevins | This expansion project will hurt so many different species and the ecosystem at Barton. Not to mention the endangered animals there like the blind salamanders. They can't see so we need to be their eyes and not change the environment they know and have been navigating for years. It will also interrupt the human experience there as well, so many people use that as their only place to cool off during a hot summer day and it's a perfect place to "escape" from the growing city because it's filled with life and warmth and joy. Please don't build that highway. We must speak up for the creatures who can't and have no voice, it's not just so land you're building over, it's a home. If I have to sit in a few extra minutes in traffic just to save this place, that is no problem. Maybe everyone needs to just be more proactive and plan accordingly. Everyone knows there is traffic, that is the consequence of all the people who decided to move here, we shouldn't be destroying environments just because people are impatient and ignorant. Thank you. |

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| **4/22/2026** | Elizabeth Patrick | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Elizabeth Patrick | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/15/2026** | Elizabeth Perry | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Elizabeth Perry |

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| **3/22/2026** | Elizabeth Peters | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>ELIZABETH PETERS |

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| **4/20/2026** | Elizabeth Record | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elizabeth Reymond | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Elizabeth Reymond |
| **5/3/2026** | Elizabeth Rodriguez | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Elizabeth Rodriguez |

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| **3/23/2026** | Elizabeth Ross | Dear CTRMA Board Members,<br><br>I live off Slaughter Lane, and take MoPac every day to work. More often than not, that means crawling along in bumper to bumper traffic. However, I'm aware that adding lanes to highways does not solve traffic, and only increases congestion. The only long term solution that is good for the environment, for the economy, and for our health, is investment in a more walkable city and public transit.<br><br>As somebody who is impacted by the traffic daily, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| | | • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Instead of pursuing solutions that don't work and cause irreparable harm, please look at what actual experience and research has taught us. The ecology of the area is too delicate and too important to destroy, just to provide another example of how more lanes don't fix traffic.<br><br>Thank you for your consideration,<br><br>Elizabeth Ross |
| **3/20/2026** | Elizabeth Salgado | This project is not worth the environmental risk or taxpayer expenses. |

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| **4/23/2026** | Elizabeth Shear | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elizabeth Teague | In addition to the lack of evidence that highway expansions actually relieve traffic congestion, I am opposed to this expansion because it would negatively affect many of the environmental parts of Austin that locals and visitors enjoy, including Barton Springs. With the ongoing I-35 construction, it is important to me to have at least one highway running north-south through this city that is not under construction. This construction would negatively impact my daily commute to and from my place of work, as well as the nature surrounding my office, which we enjoy every single day. I truly believe there are other methods of relieving traffic congestion than another highway expansion. |

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| **4/30/2026** | Elkins, Jules R | Jules Elkins<br><br>Director of Sustainability Studies<br><br>Department of Geography and the Environment<br><br>The University of Texas at Austin |

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| **4/27/2026** | Ella | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/22/2026** | ella bethke | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | ella bethke | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Ella Foery | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ella Foery |

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| **4/22/2026** | Ella Foery | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ella Foery |

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| **5/3/2026** | Ella Ponthier | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ella Ponthier |

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| **4/21/2026** | Ella Rutman | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Ella Rutman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Ella Thompson | To whom it may concern,<br><br>I am a life long Austin resident and I wanted to email you to let you know that expanding MoPac South would be a catastrophic mistake. As the state presses on with its disastrous project of expanding I-35, the last thing we need is another highway expansion. Instead, our public funds should be used to build transportation options that are safe and accessible for everyone. Texas needs regional rail connecting major cities inside the state to one another and to bordering states, and we need investments in bike and pedestrian infrastructure.<br><br>I can guarantee you that nobody in Austin has ever said “I love MoPac”. If you ask anyone in the city, they will tell you that it is a headache, an inconvenience, the worst part of their daily commute- why would we even consider expanding a highway that is so universally hated? This proposed expansion would just take all the worst things about MoPac and make them even worse- more traffic, more noise, more pollution, more car crashes, more pavement disrupting an environmentally sensitive area. There has not even been a full Environmental Impact Statement released to examine the effects this project might have on the surrounding area- we absolutely cannot move forward with this project without at least determining what the ramifications might be. An Environmental Assessment is not good enough. We need a full, rigorous EIS, and it needs to be submitted to the people for feedback and criticism.<br><br>In addition to the impacts this project will undoubtedly have on the natural environment, we need to consider the human environment as well. As an Austinite, I don’t want the additional traffic and pollution that an expanded MoPac would bring. Austin is already extremely congested and difficult to get around, and we are already experiencing a climate crisis. Filling our city with more cars that are driving in through a newly expanded MoPac will result in more crowded streets and more carbon emissions in the city. I also don’t want to deal with the car-centric infrastructure. Texas cities, including Austin, are some of the least walkable cities in the country, and building acres and acres of new roadways will not help improve that. Instead, we need a bike and pedestrian network that will serve the people of Austin and neighboring communities. Investing in bike and pedestrian infrastructure is something that helps everyone, not just the people who are wealthy enough to buy and maintain a car- and even if you do own a car, most people in Austin spend more time walking than they do driving, because even a trip in the car starts and ends with walking.<br><br>I encourage all of the above points to be considered when deciding the future of MoPac in Austin, and I urge you to conduct full examinations of the negative consequences of this project, not just an expedited, uncritical review. These decisions won’t just affect Austinites today, they will continue to shape the lives of generations of people, as this highway will likely still stand long after all of us are gone. Don’t let the highway infrastructure you build and the mistakes you make outlive you- make the right choice and improve the lives of Austinites for decades to come.<br><br>Thank you,<br><br>Ella Thompson |

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| **4/26/2026** | Ella Tweedie | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ella Tweedie |

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| **4/26/2026** | Ella Tweedie | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ella Tweedie |

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| **5/2/2026** | Ella Ulestad | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/3/2026** | Ella Wick | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ella Wick |

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| **5/3/2026** | Ellen Campbell | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Ellen Campbell |
| **4/23/2026** | Ellen Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Ellen Deputat | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/15/2026** | Ellen Gibbs | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Ellen Gibbs |
| **4/23/2026** | Ellen Stephens | I do not want the Violet Crown Trail to be disrupted by years of construction. It is a remarkable habitat and lots of animals and people use that area. More traffic lanes do not decrease traffic, only increase traffic. |

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| **4/21/2026** | Ellen Willoughby | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/2/2026** | Ellery McLanahan | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Ellery McLanahan |

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| **4/28/2026** | Elli Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Ellie Bible | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ellie Dotson | Please please please do not build the toll roads |

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| **4/25/2026** | Ellie Wallace | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Elliot Kralj | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br>Civically Elliot Kralj |

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| **3/26/2026** | Elliot Williams | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems.<br><br>One of the things that I value most about living in Austin is our exceptional natural environment, and the care that our city has historically given to protecting that environment. I'm an avid birdwatcher, and I know how important the ecosystems around this area are, not just for birds but for many different species, including several species that are only found here.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank you,<br><br>Elliot Williams |
| **3/24/2026** | Ellorie Squier | I would love a reliable transit system in Austin, but I do fear complications with reliability and safety. The majority of CapMetro drivers have been attacked, and there was a stabbing on a CapMetro bus in South Austin this month. These statistics make it unlikely that I would want to ride the transit system, so safety is a top priority for people and will be quite a "learning curve" until people can buy in to this. I'm curious as to how we can effectively combat the reality of unsafe environments on/around transit stops/buses. Reliable transit would be great to help improve air quality, but personally, the benefits do not outweigh the risks. Traffic congestion affects me on a daily basis when I drive into the office, primarily Tuesday-Thursday, as many people WFH on Mondays and Fridays. Getting from East Austin (Manor) to Southwest Austin (West Gate) is not a fun commute, and I prefer driving north to the Round Rock office since I can hop on the toll roads. I would love if I didn't have to spend so much money on toll costs every month just to have a decent commute to work. Sometimes, the predicted travel time for my commute goes up by 10-15 minutes while I am en route to the office. As an Austin resident, I encourage the City to prioritize enhanced bike and pedestrian infrastructure, especially protected bike lanes, safer intersections, and complete sidewalks. Specifically, Cesar Chavez needs bike lanes. These improvements are critical for safety, climate goals, and equitable access to transportation for those who rely on walking and biking. |
| **5/3/2026** | Ellyssa Saldivar | No expansion! Stay out of the watershed! Allowing encroachment into the watershed will be detrimental to the wildlife, water quality and the ecosystem. |

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| **3/11/2026** | Elouise weil | I'm writing to strongly oppose the proposal to add four additional lanes to South MoPac, particularly if it is constructed simultaneously with the I-35 expansion. Undertaking major construction on the only two primary north–south corridors in Austin at the same time would create severe disruption for residents, workers, and visitors. These highways are essential lifelines for the city, and making both largely unusable during overlapping construction would cause unnecessary congestion, economic harm, and daily hardship for the people who rely on them. Beyond the logistical concerns, the environmental impact of this proposal is deeply troubling. South MoPac runs over a critical aquifer recharge zone that ultimately supports Barton Springs and the surrounding watershed. Expanding the highway would require removing large numbers of mature trees and increasing impervious cover in an area that is already environmentally sensitive. In a city facing worsening drought conditions and increasingly intense heat waves, removing tree canopy and adding more pavement is not only environmentally damaging but irresponsible. Austin's green spaces, water systems, and natural landscapes are among its most valuable assets. Projects that threaten them should be approached with extreme caution, not accelerated. Barton Springs and the surrounding greenbelt are the heart of Austin's identity. They are what make Austin unique and what draw people to live here, visit here, and invest here. Undermining the environmental systems that protect these places risks eroding the very qualities that make the city desirable in the first place. If Austin hopes to continue growing and prospering, preserving what makes the city special must remain a priority. Finally, the prolonged traffic disruption that would result from simultaneous expansion of both MoPac and I-35 would have real economic consequences. Increased congestion, longer commute times, and reduced accessibility would discourage visitors, strain current residents, and make the city less attractive to prospective new residents and businesses. Growth should not come at the expense of the environmental and cultural foundations that support Austin's long-term success. Austin has built its reputation on valuing nature, protecting Barton Springs, and preserving the green spaces that define our quality of life. This proposal runs counter to those values. I urge the city to reconsider expanding South MoPac in this manner and instead pursue solutions that protect our environment, minimize disruption, and reflect the priorities of the community. |
| **5/3/2026** | Elsa Wiebrand | Require a full environmental impact study. Prioritize people over cars and stop the damage this project could do in our city's environmentally sensitive areas and public spaces. Full EIS! |
| **4/28/2026** | Elysa Naranjo | Toll roads are making Texas more unsafe because of the high speeds, dangerous and distracted driving, and increasing amount of traffic this city is facing. Put this money in the PUBLIC TRANSIT and give the people different ways to get where they need to be. Get them off the roads and stop this project!! It will change Austin in a horrible way! I protest this highly and request any sort of case hearing or further delaying of this project. Toll roads are not the answer and keep them out of Austin. |
| **4/20/2026** | Elyse Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Elyse Lance | To whom this may concern,<br><br>I strongly oppose the expansion of MoPac South. This project would use precious taxpayer money to increase traffic, harm the Edwards aquifer, and take money away from public transportation that Austinites desperately want. I support building world class regional rail, bike routes and pedestrian walkways.<br><br>As a resident of south Austin and member of the community that will be most impacted I demand a full Environmental Impact Statement. I believe the proposed project will irreparably harm the vibrant ecosystems in South Austin like Barton Springs, the Barton Creek Greenbelt, and the aquifer recharge zone. We know by now that adding lanes does not alleviate traffic. If it did, the Katy freeway would be the fastest in the world. Instead it's a glorified parking lot that causes asthma in all surrounding neighborhoods.<br><br>Don't let MoPac become the next I-35. A scar running down the center of Austin, separating east and central Austin. There are other ways to improve traffic and transportation and "one more lane" bro is not it.<br><br>Thank you,<br><br>Elyse Lance |
| **3/19/2026** | Elyse Nicole Lance | We DO NOT NEED a wider highway. It has been proven, time and time again that adding lanes does not mitigate traffic. On top of that adding more lanes to MoPac will further damage our fragile aquifer, increase air pollution , and overall increase traffic. Austinites like me deserve a better future, where we can bike, walk and take public transportation around town. Don't make the same mistake with MoPac as you already have with i-35. |

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| **5/3/2026** | Elyse Villarreal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Emelia McKay | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Emelise Figueroa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Emerson | As a Texan it is painful to see investment in destructive infrastructure. Wildlife and undeveloped space should be cared for not taken for granted. |

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| **5/3/2026** | Emerson Smith | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Emerson Smith |

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| **5/3/2026** | Emi Gee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | emi takahashi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Emil H | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Emil H |

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| **4/22/2026** | Emil H | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | Emilee Graverson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Your Constituent |

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| **4/21/2026** | Emilie Basez | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Emilie basez |

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| **4/21/2026** | Emilie basez | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Emilie basez |
| **5/3/2026** | Emilie Basez | I absolutely oppose any additional construction or road building on loop 1 near |

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| **5/3/2026** | Emilio Campos | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. The 5 minutes of traffic time that this overpriced expansion will save is not at all worth the years of disruption, let alone the environmental impact that the highway will have. The highway is fine as it is. Our precious spring and recharge zone will not recover. Lining the pockets of the investors is not worth the loss of this natural jewel thay makes Austin such a magical place. Respectfully, Emilio Campos |

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| **5/3/2026** | Emilio Fernandez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Emilio Fernandez |
| **5/3/2026** | Emilio Gonzales | We must protect our natural resources not just for ourselves, but for the generations who will inherit this land long after us. Projects that threaten ecosystems, clean air, and water should be approached with caution and deep respect for their lasting impact. Equally important is the voice of the community…public input is not to be taken lightly… it's an indisputable part of community decision making. When people speak up to defend the environment they love, their concerns deserve to be heard, valued, and reflected in the choices we make today. Please listen. |

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| **4/24/2026** | Emily Nolan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Justin Nolan |

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| **5/1/2026** | Emily Andry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Emily Brennan | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Emily Brennan |

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| **5/3/2026** | Emily Britz | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Emily Britz |
| **4/20/2026** | Emily Clark | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Emily Cockerham-Lewis | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Emily Cockerham-Lewis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Emily Cole | Dear CTRMA Board Members,  I strongly opposed the MoPac South expansion. Austin does not need more highways or tolls it needs infrastructure that cares about its water and naturals spaces. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br>Sincerely,  Emily Cole |

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| **4/20/2026** | Emily Darnall | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Emily Dreimiller | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Emily Dreimiller |

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| **5/3/2026** | Emily DuBois | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Emily DuBois |
| **5/3/2026** | Emily Dugan | This is absolutely idiotic. Do you realize how many endangered species your will kill off? The pollutants in the water? The access to nature in already such a heavy urban environment? This will be devastating to all and impact us heavily for YEARS to come. Do not do this. |

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| **4/19/2026** | Emily Dupont | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Emily Duprie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Emily Gebert | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/21/2026** | Emily Gerbert | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/24/2026** | Emily Gilardi | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **3/20/2026** | Emily Guerrero | I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals - BIG HIGHWAY LETS GO PUBLIC TRANSPORTATION |
| **4/21/2026** | Emily Horan | Dear CTRMA,<br><br>I do not support the expansion of MoPac. Looking at other large, car-dependent cities, we have seen that adding more lanes to highways does not decrease traffic.<br><br>The reason I am writing is to ensure that the proper mitigation requests made by EverGreen Austin regarding the MoPac South Expansion project are put into place.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Please protect the Edwards Aquifer. It is what feeds our city.<br><br>Thank you for your time and consideration. |

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| **4/20/2026** | Emily Horan | Dear CTRMA,<br>I do not support the expansion of MoPac. Looking at other large, car-dependent cities, we have seen that adding more lanes to highways does not decrease traffic.<br>The reason I am writing is to ensure that the proper mitigation requests made by EverGreen Austin regarding the MoPac South Expansion project are put into place.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please protect the Edwards Aquifer. It is what feeds our city.<br>Thank you for your time and consideration. |
| **4/21/2026** | Emily Horan | Dear CTRMA,<br>I do not support the expansion of MoPac. Looking at other large, car-dependent cities, we have seen that adding more lanes to highways does not decrease traffic.<br>The reason I am writing is to ensure that the proper mitigation requests made by EverGreen Austin regarding the MoPac South Expansion project are put into place.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please protect the Edwards Aquifer. It is what feeds our city.<br>Thank you for your time and consideration. |

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| **4/20/2026** | Emily Hunt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Emily Kobroff | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Emily Kobroff | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Emily Little | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Emily Martin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Emily McDuff | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Emily Mohamed | Please don’t ruin our city and its natural beauty! Let’s be the city that doesn’t allow it, and become the new model for everyone else when they all turn into concrete and highways |
| **3/24/2026** | Emily Munoz | AGAINST<br>- "Raised pedestrian crossings" that are a huge safety concern and would ultimately not increase foot traffic<br>- Any potential to disrupt Edwars Aquifer<br>- 20 ft walls to "prevent noise" being eye sores<br>- Construction causing an increase of automobile accidents (Example: 1 35 Construction 2024)<br>- The amount of time it would take to complete the expansion (4-6 years)<br>- More transparency on funds from express/toll lanes and whether it really is getting poured back into infrastructure, seeing it no where else in Austin after all the rolls we already have. Thank you. |

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| **4/17/2026** | Emily Nolan | I have reviewed the current proposal for MOPAC changes and I'm very concerned about east-west access for Rollingwood and Westlake residents. For years, Rollingwood and Westlake Hills have been asking for a more balanced solution — one that improves traffic without: -bypassing our local business district, -forcing traffic onto school and neighborhood streets, -creating dangerous weaving and merging patterns, -adding unnecessary noise and visual impact. I want a better design that keeps practical east–west access and takes the needs of west-side residents seriously. Thank you Emily Nolan |
| **4/29/2026** | Emily Nolan | CTRMA is cutting corners with a predetermined FONSI. Under the National Environmental Policy Act, a full EIS is required when a project will significantly impact the environment. Drilling into the Edwards Aquifer, harming endangered species, damaging parks, and worsening air quality next to Austin High School are all significant impacts that should trigger a full EIS. This project started in 2011, and the traffic model used to dismiss alternatives was finalized in 2012—over 14 years ago. Since then, we've had a pandemic, expanded telecommuting, and approved Project Connect. We need CTRMA to rethink this project with reconsideration of alternatives, updated data, and consideration of local goals and policies. After 5-7 years of disruptive construction, the project will save only 5-6 minutes for someone traveling the entire 8.77-mile length during rush hour. Meanwhile, construction delays will largely zero out these minimal improvements CTRMA admits the expansion will adversely affect 4 federally endangered species but refuses to consider design alternatives that could avoid these impacts. Construction will threaten the clean flow of groundwater to Barton Springs and kill cave ecosystems that cannot be restored. Austin High School students and nearby residents will be exposed to higher levels of fine particulate matter (PM2.5) from increased traffic, tire wear, and brake dust. CTRMA's claim that air quality will improve despite 331 million more vehicle miles traveled per year being added to the corridor is not credible. The proposed water quality treatment doesn't meet the standards that Travis County and the City of Austin use for their own roads. During construction, sediment and pollutants will flow directly into the Edwards Aquifer Recharge Zone, causing irreversible harm. PLEASE RECONSIDER THIS PROJECT. The harms greatly outweigh the benefits. |

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| **4/24/2026** | Emily Nolan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Emily Nolan |

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| **5/1/2026** | Emily Ortiz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Emily Owen | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Emily Owen |
| **4/20/2026** | emily persons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Emily Riemenschneider | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Emily Riemenschneider |
| **5/3/2026** | Emily Riemenschneider | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Emily Riemenschneider |
| **4/20/2026** | Emily Scott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Emily Shelley | I'm requesting that CTRMA conduct a full Environmental Impact Statement (EIS) analysis — it appears that you're not taking environmental safety and water stewardship seriously. Under the National Environmental Policy Act, a full EIS is required when a project will significantly impact the environment. Drilling into the Edwards Aquifer, harming endangered species, damaging parks, and worsening air quality next to Austin High School are all significant impacts that should trigger a full EIS. How will this project actually "benefit" Austinites? After 5 to 7 years of disruptive construction, the project will save only 5 to 6 minutes for someone traveling the entire 8.77-mile length during rush hour. Meanwhile, construction delays will largely zero out these minimal improvements Austinites don't want this project to move forward. We want to protect our environment and water. |
| **5/3/2026** | Emily Siegel | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Emily Siegel |

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| **4/28/2026** | Emily Sladek | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>I know traffic is a problem, but building more highways won't solve it. The way to improve traffic conditons are: improving mass transit, improving incentives for carpooling, and increasing remote work opportunities to name a few.<br><br>Additionally, the promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Emily Sladek |
| **5/3/2026** | Emily Stern Foams | Hello, my name is Emily Stern Foams.I am an Austin resident and I am demanding that there is a full environmental impactstatement to make sure that, yeah, we protect the streets, we protect all of the environmentin this area.Thank you so much.Thank you. |

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| **4/26/2026** | Emily Sternfeld | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Emily Sternfeld |

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| **4/26/2026** | Emily Sternfeld | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Emily Sternfeld |

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| **4/21/2026** | Emily Studer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Emily Studer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/23/2026** | Emily Underwood | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/20/2026** | Emily Vences | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/7/2026** | Emily Weigand | My office is located along 2244. Queues in the PM already reach sometimes past 2 signals along 2244 in current conditions. And congestion for the exit ramp SB mopac to 2244 causes congestion backing to the river most days, which is incredibly unsafe. Improvements to both the exit ramp and interchange will be needed for the future years. |

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| **5/3/2026** | Emily Winter | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. The fact that this expansion is even being proposed is absurd, and the inherent greed that Texas developers possess is insane. It's like we've all forgotten the importance of natural conservation. Clean air is VITAL. Clean water is VITAL. Flourishing ecosystems and green spaces in the ever-expanding concrete suburban hellscape is VITAL. <br /> I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. |

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| | | Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Emily Winter |

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| **4/20/2026** | Emily Zaramella | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Emma Ransome | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/3/2026** | Emma Cameron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Emma Fritz | Hello,<br><br>As a resident of Austin, I am writing to formally express my strong opposition to the proposed MoPac South expansion. Expanding our highway infrastructure is a dated solution that fails to address our long-term mobility needs while threatening our local environment.<br><br>The current proposal claims to have "no significant impact," but adding over 100 acres of new pavement in an environmentally sensitive area demands the highest level of scrutiny.<br><br>I am calling for a full Environmental Impact Statement (EIS). An abbreviated Environmental Assessment (EA) is insufficient for a project of this magnitude and ecological risk.<br><br>On a personal level, I am exhausted by the cycle of highway-centric planning. I see the constant expansion of lanes as a failure of imagination that only leads to induced demand and more traffic. My vision for Austin is a city connected by a world-class bike and pedestrian network and a robust regional rail system—not more asphalt. We need leadership with the creativity to invest in a future that prioritizes people over more toll lanes. If you're not up for the challenge to build a better future, get the hell out of the way of the creative people who have more imagination and vision than you.<br><br>It is time to move past ineffective "solutions" that have been proven not to work. I urge you to reject this expansion and pivot toward sustainable, regional transit.<br><br>Sincerely,<br><br>Emma<br><br>Austin, TX |

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| **5/2/2026** | Emma Hale | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Emma Horvath | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Emma Horvath McCain |
| **3/19/2026** | Emma Kieninger | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion |

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| **4/29/2026** | Emma Kieninger | Please do NOT expand MoPac South and I want a full Environmental Impact Statement (EIS, NOT an abbreviated Environmental Assessment.<br><br>Induced demand is real, if we continue to expand highways, we will just have to keep adding on and on and on. Texas and the United States need to support and start funding regional rail projects.<br><br>Thank you,<br><br>Emma<br><br>Emma Kieninger<br><br>T: 575.420.2672 |

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| **4/24/2026** | Emma Light | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Emma Light |

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| **4/24/2026** | Emma Light | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Emma Light |

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| **5/3/2026** | Emma Light | Hi, my name is Emma Light.I'm an Austin resident.I was born and raised here.I am calling to voice my oppositionto the expansion of the Mopac Highway for multiple reasons.On the face of it, it doesn't actuallymake any sense starting a highway expansion processfor the purpose of reducing five minutes of traffic long termbut having to deal with multiple years of constructionthat would interfere with our ability to get places on time. It's inefficient, and we wouldde much better investing in forms of public transportation like walking, biking, and thetrain that's already being built in Austin. Secondly, it's kind of ridiculous that we areto do more construction over a very fragile recharge zone that holds a lot of our city'swater, that feeds into Barton Springs, and makes our city the beautiful city that it is,the reason that so many people want to live here anyways. We need to protect these fragileecosystems, all of these beautiful, beautiful, beautiful caves all along Mopac, Edwards Aquifer,the endangered species that we have here. We need to have more, we need to be more proactivein protecting our ecosystems and to just put down this project once and for all and investin more sustainable forms of transportation for everyone in the city. Thank you. |
| **4/20/2026** | Emma Lindrose-Siegel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Emma Martin | Barton Springs is one of the well known locations in Austin that highlights community, togetherness, and acceptance. Damaging the aquifer by expanding Mopac would detrimentally affect both the natural ecosystem of Barton and the beauty that it provides for Austin. No one wants Mopac expanded. Do better. |

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| **4/23/2026** | emma ransome | Dear CTRMA Board Members,<br><br>Please do not make a choice that would compromise the sacred nature of our Zilker area. That land is crucial to so many plants and animals and is the heart of Austin.<br><br>Sincerely,<br><br>Emma Ransome |
| **4/21/2026** | Emma Ransome | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Emma Reeves | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Emma Reeves | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/16/2026** | Emma Remeny | Save barton springs!! |

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| **4/29/2026** | Emma Shoultz | Dear CTRMA,<br>I am writing in to oppose the Mopac toll/expansion project between Enfield and Slaughter! It's bad but more lanes won't help.<br>IF, for some reason, it is IMPOSSIBLE to halt plans and save the city time, money, and a massive headache (we must really hate Austin drivers to start this dumb project when I-35 construction has barely begun!), then I would advocate on support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Emma Thompson | We don't want more car lanes - we want affordable public transportation, wildlife conservation, and a healthy environment to recreate it. NO MOPAC EXPANSION! |
| **4/21/2026** | Emma Wolsey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Emma Zavala | The proposal of CTRMA to widen mopac by 4-7 lanes from downtown austin through slaughter lane, will have disastrous climate, public health, mobility, etc implications |

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| **4/22/2026** | Emmaline Jimenez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Emmaline Jimenez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/13/2026** | Emmett Beliveau | Hi, I'm writing to encourage expansion of the existing pedestrian/bike bridge that crosses Ladybird lake/Colorado River under MOPAC as part of this project. It was hard to find details on what is planned in the project documents. The exiting path is often crowded and tough to navigate on a bicycle alongside other users. Any expansion of this popular path would be appreciated. Thanks. |

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| **5/3/2026** | Emy Garcia | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Emy Garcia |
| **5/3/2026** | Engracia Gill | If we loose Barton Springs, we loose the marvel that makes Austin Austin! No, no, no!<br><br>Engracia Gill, LCSW |
| **5/3/2026** | Engracia Gill | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Engracia Gill |

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| **5/2/2026** | Enrique | Dear CTRMA Board,<br><br>I write in opposition to the MoPac South Express Lanes project currently under public review.<br><br>Transportation infrastructure is foundational to economic development, but must come with transparent communication and information public campaigns in both English and Spanish.<br><br>With many Hispanics living in nearby communities it can greatly impact their quality of life, and I would like to see a better public awareness campaign balancing the environmental risks to this projext under review.<br><br>This is the first time I see a push to support or oppose the project and I need better information to provide a balanced opinion.<br><br>Please delay this decision and extend the review. |
| **5/3/2026** | Enzo Monfre | The Underground Texas Grotto (UTG) is an Austin-based non-profit that explores caves in Central Texas and beyond, keeping traditions alive from 1951. We are the oldest caving organization in Texas and have served as the nexus for cave exploration all over Texas and Mexico for more than fifty years. |

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| **4/27/2026** | Epiphnay Hodge | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Epiphnay Hodge |

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| **4/17/2026** | Eric Arntson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Eric Arntson |

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| **5/2/2026** | Eric Braun | I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives. Construction congestion The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built. Toll Roads don't help general users Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center. Environmental Degradation I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts. Fiscal irresponsibility There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion. The future is unknown This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |
| **4/29/2026** | Eric Escobar | I understand that new paved paths are planned as part of the South Mopac corridor improvements. Our neighborhood, Meridian, has been requesting since 2020 that a paved path be completed from our community along Highway 45 to Escarpment Blvd—a distance of only 1.2 miles. Finishing this connection would give more than 3,000 residents safe access to the rest of Austin. Cyclists and walkers could travel through Circle C and reach the new paved path that will begin on Slaughter Lane. Right now, many people bike or walk along the narrow shoulder of Highway 45, which is extremely unsafe. City Council District 8 has recognized the importance of this project and has allocated $117,000 for its design to improve safety and connectivity. Our Meridian neighborhood has a committee dedicated to this effort, and I can share additional details and graphics if helpful. Thank you. |
| **3/10/2026** | Eric Guenther | This is a project no one is Austin has asked for and no one in Austin wants. It threatens the water quality of Ladybird Lake, and will lead to years of needless construction that won't solve the traffic problem that this project seeks to address. Having lived in Houston, I have experienced first hand how the addition of more lanes without any meaningful investment in public transit only makes traffic worse. I implore you to please go with the "no build" option or an option that actually improves transportation across Austin by investing in public transit. |

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| **3/12/2026** | Eric Radjef | Dear CTRMA Board Members,<br><br>I oppose the MoPac South expansion as proposed.<br><br>The proposed 8.77-mile expansion of South MoPac, from Enfield Road to Slaughter Creek, is a direct threat to Barton Springs, the Edwards Aquifer, endangered species, and the future of Austin.<br><br>The project will likely harm endangered species, including the Barton Springs salamander and federally protected cave invertebrates. Federal law requires a full Environmental Impact Statement for projects with potentially significant effects.<br><br>I oppose the 6-8 lane expansion of MoPac South cutting through the Edwards Aquifer Recharge zone, and I recommend safer, smarter alternatives — including other transit solutions — while protecting our water, wildlife, and communities.<br><br>Respectfully,<br><br>Eric Radjef |
| **5/3/2026** | Eric Reeder | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  <p data-start="2198" data-end="2385">Once the environment, our green spaces, and nature are damaged and destroyed it is impossible to get them back. We owe to our community and to our future generations to protect these spaces by doing our due diligence in evaluating the impact of future construction and infrastructure projects in the Austin area  Sincerely,  Eric Reeder |

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| **5/3/2026** | eric wright | Please leave Barton springs alone<br><br>Sent from my iPhone |
| **5/3/2026** | Erica | There are better ways to reduce traffic in Austin than to build more highways, ESPCIALLY in such a beautiful area |
| **4/16/2026** | Erica Blue | Hi,<br><br>Please find a letter requesting mitigation funding for the MoPac south project from Austin Sunshine Camps.<br><br>We appreciate your attention and consideration.<br><br>Thank you,<br>-erica<br><br>--<br><br>Erica Blue<br><br>Chief Executive Officer |

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| **4/20/2026** | Erica Blue | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Erica Fick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Erica Fick |
| **5/3/2026** | Erica Foster | I am against the expansion of MoPac. We do not need more highways, we need better public transportation infrastructure! |

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| **4/23/2026** | Erica Moon | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Erica Moon |

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| **4/23/2026** | Erica Moreno | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Erica Moreno |

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| **5/3/2026** | Erica Prasad | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ericardo Zuniga | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Ericardo Zuniga |

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| **5/3/2026** | Erik Garven | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Erik Garven |

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| **4/20/2026** | Erik Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/31/2026** | Erik Ruben | I'm someone who has been lucky enough to enter some of the caves here in Central Texas. I've heard cave biologists talk about endemic invertebrates and hydrologists explain water recharge in karst habitats. I've seen water flowing into swallets along the bed of onion creek, knowing it will reemerge in Barton Springs a few days later. Our modern world is ignoring a growing tide of problems, kicking the can down the road for our children to face,  no wisdom, or transparency. All short term thinking, solving one issue but creating 20 in the process. Humans are part of the living world. We need to stop making decisions that ignore the fact that water quantity and quality are paramount to our lives. That native plants feed pollinators that in turn feed a web that we depend on. Wake up. Let's stop benefiting the few at the expense of so many and our future. |
| **5/1/2026** | Erik Schmall | Seeing the disaster that is the 35 project, bringing this to mopac would be a huge mistake for a very minimal savings. What makes the most sense is to repaint the lines on southbound at william cannon. That would solve a lot of the bottleneck during rush hour for dirt cheap. We also need to protect our drinking water. There is simply no need to jeopardize mopac for years to save a handful of minutes. Thanks for reading. |
| **4/23/2026** | Erika Alam | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/9/2026** | Erika Alam | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Erika Alam |

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| **4/17/2026** | Erika Eisenmann | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/17/2026** | Erika Eisenmann | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Erika Gillmeister | Dear CTRMA Board Members, My family has owned a home and lived in Barton Hills since the 1970s, with 4 generations calling it home. We are STRONGLY OPPOSED to the MoPac South Expansion due to serious concerns about health, air, sound and environmental pollution, the aquifer, and quality of life. The pollution, water challenges, traffic noise and other related issues have all increased dramatically since we've lived here and the MoPac Expansion would add to those problems significantly without any gain. We do NOT want even MORE MoPac impacting our neighborhood, aquifer and invaluable green spaces. It's vital that we preserve the resources and quality of life that still remain in tact that made this a desirable place to live and work in the first place instead of destroying it!!! I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. 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The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. 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| | | respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Erika Gillmeister |
| **4/29/2026** | Erika Guin | As an Austin resident since 1995 I have to firmly object to the 2C Express Lane Build Alternative. I do not feel that the environmental impacts have been adequately assessed. The Edwards Aquifer may be impacted, and special and exceptional care should be taken to ensure the project does not pose a risk to the aquifer or its endangered inhabitants. I also do not see sufficient data indicating that the Express Lanes will actually help traffic issues in Austin. Incorporation of other Express lanes have not adequately addressed traffic in Austin. A solution that would be better, but does not appear to have been adequately investigated, is that of investment into public transportation options, including substantial expansion to areas at the edge of Austin or into Pflugerville/Round Rock would substantially improve traffic. Public transit funding would provide a more sustainable, eco-friendly, and more substantially future-proofed solution. |

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| **4/29/2026** | Erika Heinen | To the CTRMA Board of Directors,<br><br>I am writing to formally oppose the proposed MoPac South expansion and to urge the Board to pause and conduct a thorough, independent review before advancing this project further.<br><br>Lane Expansion Doesn't Solve Congestion — The Science Is Clear<br><br>The premise driving this project is contradicted by decades of research. Any congestion relief from added lanes is typically wiped out within 5–10 years as new drivers fill the new capacity — a well-documented phenomenon known as "induced demand." A landmark study in the American Economic Review found an almost perfect correlation between lane-mile construction and vehicle miles driven. Texas has its own cautionary tale: Houston's Katy Freeway was expanded to 23 lanes at a cost of nearly $3 billion, and travel times have only gotten worse. Spending $1 billion on MoPac South will produce the same result.<br><br>A Full EIS Is Required — Not Just an EA<br><br>Given the scale of this project — 8.8 miles, up to 6–8 new lanes, elevated structures through a sensitive watershed — a full Environmental Impact Statement is warranted, not merely an Environmental Assessment. The public deserves an independent, comprehensive analysis of effects on air quality, water quality, endangered species habitat, and surrounding communities before any ground is broken.<br><br>The Public Comment Process Has Lacked Good Faith<br><br>CTRMA initially scheduled the official feedback period over the holidays when residents are least engaged — and only extended it after public outcry. When Travis County Commissioners asked how prior public input had been incorporated, the response was, in a commissioner's own words, "messy and confusing" with no clear explanation. The community deserves genuine transparency about who benefits from this project and why a decade-old plan is being revived now despite sustained opposition. |

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| | | Barton Springs Must Be Protected<br><br>Barton Springs Pool and the Barton Creek Greenbelt are not just amenities — they are the ecological and cultural heart of Austin, and a primary reason people choose to live here. The federally endangered Barton Springs Salamander, found nowhere else on Earth, depends on the springs' water quality. Construction of elevated lanes and expanded impervious cover in this watershed risks permanent, irreversible harm to one of Austin's most treasured natural resources. No temporary congestion relief is worth that cost.<br><br>Every time I have visitors from other states and other countries, Barton Springs is one of the places I take them. To a person, they've never seen anywhere like it and it is a highlight of their Austin visit. Why risk something so special and unique without even doing due diligence?<br><br>I urge the Board to halt advancement of Alternative 2C and invest instead in evidence-based solutions: expanded public transit, improved active transportation infrastructure, and real demand management strategies.<br><br>Thank you for the opportunity to comment.<br><br>With respect,<br><br>Erika Heinen |

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| **5/3/2026** | erika hurst | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, erika hurst |

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| **4/17/2026** | Erika Maassen | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Erika Maassen |

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| **4/20/2026** | Erika Miller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Erika Shepherd | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Erika Thot | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Erika Thot |

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| **5/3/2026** | Erin April Leary | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Erin April Leary |

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| **4/23/2026** | Erin Ashcroft | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/1/2026** | Erin Bell | Stop expanding highways! It doesn't help traffic, hurts the environment, and the community. This MOPAC expansion would be detrimental to Zilker Park and surrounding areas. The citizens of Austin care more about protecting our nature areas. PLEASE LEAVE ZILKER ALONE!!!! Xoxo, born and raised Austinite |

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| **5/3/2026** | Erin Downey | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Erin Downey |

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| **4/20/2026** | Erin Duchon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Erin Duchon | Please do NOT approve this expansion! It is detrimiental to our children, our wildlife, and our water! No explansion should even be considered without a proper EIS! Why the short cut around this? The impact from pollution and noise from this project cannot be ignored! This 7y project is not worth the 5/10 miinutes saved by commuters and only saved by commuters and trasnit even taken post covid trends into consideration. Protect Austin, our children, our water, our air, and endangered sepcies. Stop putting profit over our health! |

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| **4/24/2026** | Erin Gutierrez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/24/2026** | Erin Gutierrez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/23/2026** | Erin Hamilton | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Erin Hamilton |

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| **3/12/2026** | Erin Hazel | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. And o substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow at temperatures between roughly 70 and 72 degrees Fahrenheit, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor from six to eight lanes to as many as thirteen to eighteen lanes in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **5/3/2026** | Erin K | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Erin K |
| **5/2/2026** | Erin Leary | Hi, my name is Erin Leary, and I'm calling to request for a full environmental impact statement,not a shortcut, for this CTRMA MOPAC expansion.And I believe that barnsprings is way too precious to risk endangering the species that are there and the aquifer.So please hear my voice. |
| **5/3/2026** | Erin Martin | I am writing to express my opposition to the proposed MoPac South project. I have concerns about its potential impacts on traffic, environmental quality, and the surrounding community. This proposal does not appear to adequately address long-term sustainability or the needs and safety of current residents.  I urge decision-makers to reconsider this plan and explore alternative solutions that prioritize environmental protection, responsible growth, and meaningful community input. Thank you for the opportunity to provide feedback. |

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| **3/28/2026** | Erin Moran | Hello,<br><br>I'm writing in support of adding a paved shared-use path along Hwy 45 to connect Meridian to Escarpment Blvd.<br><br>This 1.2-mile connection would make a meaningful difference for our community. Meridian residents have been advocating for this since 2020 because it would safely connect more than 3,000 people to the broader Austin trail network via Circle C and the planned MoPac shared-use paths.<br><br>Right now, many cyclists and pedestrians are using the narrow shoulder along Hwy 45, which feels unsafe and discourages families and less experienced riders from accessing these routes. Completing this short segment would significantly improve safety and create a continuous, usable connection to existing and planned infrastructure.<br><br>Austin City Council (District 8) has already allocated $117,000 toward the design of this path, demonstrating clear local support and recognition of its importance. This project is a logical and impactful next step.<br><br>I strongly encourage TxDOT and CTRMA to fund and prioritize this connection as part of the South MoPac improvements.<br><br>Thank you for your consideration.<br><br>Erin Moran |
| **4/28/2026** | Erin Rainosek | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Erin Ridgeway | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Erin Ridgeway |
| **4/20/2026** | Erin Schroeder | Mopac does south of 290 does not need to be expanded and DEFINITELY does not need a toll lane. There is already existing space to re-stripe the lanes to allow more traffic through. This is an environmentally sensitive area and would be best left as is instead of creating more construction, pollution, and damage to the aquifer recharge zone. |

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| **5/1/2026** | Erin Tassoulas | Please reconsider. This expansion will not help Austin. No cities around the country are expanding their urban highways! We are caving too companies who build roads. At our detriment!<br><br>Erin Tassoulas |
| **4/23/2026** | Erin Tyrrell | I am writing to you as a constituent of District 8 with serious and urgent concerns regarding the MoPac South Environmental Study and the proposed Build Alternative currently moving through the environmental review process. I am deeply troubled by the selection of Configuration 2C, which includes 2 express lanes with elevated ramps near Barton Skyway, as the preferred Build Alternative. This decision will have significant and lasting consequences for our community, and I do not believe those consequences have been adequately weighed against the benefits claimed by the project team. Specifically, I am concerned about: • The impact of elevated ramp infrastructure near Barton Skyway on the surrounding neighborhood, greenspace, and quality of life for District 8 residents. • Whether the public input process was truly representative of community voices, or whether it was structured in a way that favored this outcome. • The long-term environmental effects on the Barton Creek watershed and surrounding natural areas — resources our district values deeply. • The failure to give adequate consideration to transit-oriented alternatives that could address mobility needs without the intrusive footprint of a highway expansion. Time is of the essence. Our neighborhood deserves a transportation future that does not sacrifice our environment and quality of life for a project that primarily benefits through-traffic. I urge you to act now. Erin Tyrrell |

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| **4/27/2026** | Ernesto Valadez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Ernesto Valadez |

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| **3/28/2026** | Ernie Leon-Guerrrero | Dear CTRMA Board Members,<br><br>This roadway expansion is not wanted or needed.<br><br>Ask any Austin resident, and they'll tell you that sacrificing the Greenbelt is a cost too high to pay for additional freeways that they won't even use. The toxic air and liquid runoff from this MoPac expansion would irreparably damage the forests, caves, and waterways that support many federally endangered species, such as the Barton Springs Salamander and Austin Blind Salamander. VMT (Vehicle Miles Traveled) will rise by 331 million, increasing $PM_{2.5}$ (fine particulate matter) for nearby schools and neighborhoods as well. This type of particulate exposure greatly increases risks related to asthma, bronchitis, heart disease, stroke, lung cancer, and premature death. The vehicles and 110 acres of pavement will increase the temperature and pollutants in our freshwater, potentially making it unable to sustain the species for which it is known.<br><br>This project needs a full EIS (Environmental Impact Statement) and a meaningful opportunity for local residents to convey how strongly they oppose this proposal.<br><br>Sincerely,<br><br>Ernie Leon-Guerrero |

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| **4/21/2026** | Errin Delperdang | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>I have lived in Austin for over 25 years and Barton Springs and the Greenbelt have been a huge part of my experience with the city. When I am in the spaces I am the most grateful to be in Austinite. The health of the Edwards aquifer is imperative to our ability to enjoy clean water in this city Without protection, these areas are at risk as is the heart of the city.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, |

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| | | Errin Delperdang |
| **5/3/2026** | Erykah Resendez | Adding more lanes is proven to not help with traffic. The only sure way would be to provide better public transport for the community. If anything is built, there should be extensive environmental studies to ensure there is no impact to the Austin community and water sources. |

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| **4/20/2026** | Esau Gutierrez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | EsKae Jensbee-Nyad | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>EsKae Jensbee-Nyad |
| **5/3/2026** | Esme tobin | Barton Springs is a natural treasure. There's no benefit to building any more lanes on this highway. We don't need any more car infrastructure through our city. It's fine the way it is. Traffic will not be solved by adding more capacity for more traffic congestion. Invest that money in something that's actually useful like Cap and Stitch for the stupid IH-36 expansion which will be burning money for the next 10-20 years also. |

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| **5/3/2026** | Esmeralda Parra | Hello, my name is Esmeralda Parra and I'm calling in regards to the highway expansion.I'm calling to kind of try to plead with you all for this to cease.The reason being is one, not only endangering animals that live in the springs, but alsothe pollution that it will cause expanding highways.You have to consider that this is only going to cause more traffic, more cars.When I honestly feel that the money would be better suited, if y 'all would provide publictransportation, putting your minds together and actually being creative and creating abetter public transportation within the city or even trains that run from, you know, thecity of San Antonio, New Brown Falls, Austin, which is why this expansion is happening becausethat 35 is always crowded with people coming in and outof the city, but we escape pavement citieslike San Antonio into Austin because y 'all still have greenand beautiful springs and things like that,which is the reason why this city is so popularand is so beautiful and wonderful.And these are the things that y 'all are taking from it.To top it off, if y 'all are gonna be putting in toll roadsto make money for the city,Why instead not use public transportation?This would also cause the revenue for the city and it would cause pollution for the city.I mean, better public transportation would be the answer for this.It's not going to be an easy answer, but it's a better answer than putting in extended larger highwaysand taking what is beautiful from the city, adding pollution to the city,killing wildlife in the city, all of these things that you're going to be causing justby taking the lazy way out and what you think is easier, adding these toll roads to createrevenue for yourself.That's just being creepy.You know, the points that I make are actual things that you all should take into consideration,but it's not the task, therefore you're taking the easy way out.So, I plead with you all to please not expand these highways and take from the springs andtake from nature and take from what's beautiful from your city.You're causing devastation by doing so.And I really think these are things that you all should take into consideration.For example, traveling so many times to Europe and seeing beautiful history that they stillhave these things that still work that existed from when pirates used to come and sailorsused to come to their ports, things like that, because they managed to implement undergroundtrainings and great public transportation.People walk everywhere they go and things like that because the public transportationgets them close enough to where they need to be.All these things are implemented in tons of Europe countries that I've traveled to, whichare capable of doing in the states, in places like in Austin, but y 'all are ready to takethe lazy way out and just build a road and pave everything instead of being creativein implementing the money where y 'all could definitely create these public transportationswithin the city and to connect the cities.And that would be the better use of money in the long run.Don't take the easy way out, be better, do better. |
| **5/3/2026** | Esmeralda Tijerina | Please do not build over the tollway over the watershed for barton springs. it would be incredibly irresponsible towards the environment. |
| **5/2/2026** | Essie Bailey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Esteban Maldonado | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/26/2026** | Ester Harrison | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/26/2026** | Ester Harrison | I strongly OPPOSE the MoPac South expansion. I attended the public hearing at Bowie High School. After reviewing all the displays and documentation thoroughly, I saw that this proposal does NOT significantly improve reliable traffic times by any beneficial amount; Instead the project destroys irreplaceable important parklands, trees, waterways, Edwards Aquifier replenishment zones, wildlife corridors, neighborhoods, and quiet natural areas that Austin residents value and cherish. The project and outcome has only cons that creates noise, environmental pollution, ecosystem destruction and ultimately more problems. The project would take minimum 4 years causing MORE and WORSE traffic delays, noise, and environmental harm because of construction, only to ultimately claim to improve travel time by ONLY 5 minutes per commute. THIS MINUSCULE amount is NOT WORTH THE DESTRUCTION the expansion would create. Not only are there RESIDENTIAL NEIGHBORHOODS directly adjacent to MoPac, but WATER, PARKLAND, and WILDLIFE that need to be saved, not destroyed or made worse by the highway expansion. Expanding MoPac would create significant HEAT with the expanded pavements and highly wildfire-sensitive zones - which are already a high concern for the hotter summers and drought periods in Austin Texas. Dust and NOISE would increase not only during the long duration of the project, but after the completion noise would only increase to surrounding neighborhoods between William Cannon and Slaughter. It would eliminate trees and important habitat along the freeway (wildflowers, butterfly and bird migration food sources, greenways that absorb water for the Edwards Aquifier). What are the plans to mitigate destruction of these natural areas during and after construction? The project would destroy the LadyBird Lake bike/run/walk paths adjacent to Zilker Park that runs underneath Mopac. The project would destroy the the quiet parklands and residential neighborhood between William Cannon and Slaughter Lane (Dick Nichols Park, Twin Creeks neighborhood, Sendera Neighbordhood, Legend Oaks neighborhood). What are the proposals for how many trees the project would remove on parklands directly adjacent to Mopac, including Dick Nichols park on both east and west sides? How will you protect the trees and landscape, and the daily active bike/walk paths of Violet Crown Trail? What are the proposals for parkland protection? What are your proposals for reducing the increase of HEAT on expanded highway pavement especially next to neighborhoods that are in wildfire risk areas (between William Cannon to Slaughter) ? What are your proposals for multiple required wildlife migration paths that are NECESSARY and important factors between Dick Nichols Park under Mopac into the adjacent parkland and Twin Creeks neighborhood? What are your proposals for noise mitigation for neighborhoods both sides of Mopac around Davis Lane without building ugly walls? What is your proposal for Permanent Green Space Fund? Why are you not considering mass transit such as a light-rail instead of lane expansions? Ultimately, the proposed Mopac expansion is not a solution. As direct evidence, HOV lanes that were created on Mopac from Enfield Ave northward are just as slow and noisy (sometimes slower) as normal lanes during peak times, so it has not solved any problems of congestion. Those HOV lanes created more noise, dust, and separation of neighborhoods on either side that used to be cohesive communities. We do NOT want the same bad result for South Mopac and our communities. |

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| **4/30/2026** | Ester Harrison | I strongly OPPOSE the MoPac South expansion. I attended the public hearing at Bowie High School. After reviewing all the displays and documentation thoroughly, I saw that this proposal does NOT significantly improve reliable traffic times by any beneficial amount; Instead the project destroys irreplaceable important parklands, trees, waterways, Edwards Aquifier replenishment zones, wildlife corridors, neighborhoods, and quiet natural areas that Austin residents value and cherish. The project and outcome has only cons that creates noise, environmental pollution, ecosystem destruction and ultimately more problems.<br><br>The project would take minimum 4 years causing MORE and WORSE traffic delays, noise, and environmental harm because of construction, only to ultimately claim to improve travel time by ONLY 5 minutes per commute. THIS MINUSCULE amount is NOT WORTH THE DESTRUCTION the expansion would create. Not only are there RESIDENTIAL NEIGHBORHOODS directly adjacent to MoPac, but WATER, PARKLAND, and WILDLIFE that need to be saved, not destroyed or made worse by the highway expansion.<br><br>Expanding MoPac would create significant HEAT with the expanded pavements and highly wildfire-sensitive zones - which are already a high concern for the hotter summers and drought periods in Austin Texas. Dust and noise would increase not only during the long duration of the project, but after the completion noise would only increase to surrounding neighborhoods between William Cannon and Slaughter, specifically those around Davis Lane. It would eliminate trees and important habitat along this freeway such as wildflowers, butterfly and bird migration food sources, disruptions to caves under Mopac and greenways that absorb water for the Edwards Aquifier which is specifically directly under Mopac at Davis Lane and Dick Nichols Park.<br><br>What are the plans to avoid destruction of these natural areas during and after construction?<br><br>The project would destroy the LadyBird Lake bike/run/walk paths adjacent to Zilker Park that runs underneath Mopac. |

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| | | The project would destroy the quiet parklands and residential neighborhood between William Cannon and Slaughter Lane (Dick Nichols Park, Twin Creeks neighborhood, Sendera Neighbordhood, Legend Oaks neighborhood).<br><br>As a daily commuter, any typical traffic congestion only begins or ends directly at William Cannon. From William Cannon southward to Davis and Slaughter lanes, the traffic opens up wide and fast even at the height of commute times. To destroy the beautiful open greenspaces and stable beautiful connective environments between Davis Lane and William Cannon would be a complete tragedy, especially where there aren't even any problems with traffic flow!<br><br>What are the proposals for how many trees the project would remove on parklands and greenspaces directly adjacent to Mopac, including Dick Nichols park on both east and west sides?<br><br>How have you considered all of the negaitve environmental impacts to the pocket neighborhoods along Dick Nichols parks and these important greenspaces?<br><br>How will you protect and preserve the trees and landscape, and the daily active bike/walk paths of Violet Crown Trail adjacent to Mopac during and after construction?<br><br>What are the proposals for all parklands protection and preservation?<br><br>What are your proposals for reducing the increase of HEAT on expanded highway pavement especially next to neighborhoods that are in wildfire risk areas (between William Cannon to Slaughter) ?<br><br>What are your proposals for multiple required active wildlife migration paths that are NECESSARY and important factors |

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| | | between Dick Nichols Park under Mopac into the adjacent parklands and Twin Creeks neighborhood?<br><br>What are your proposals for noise mitigation for neighborhoods both sides of Mopac around Davis Lane without building ugly blockades of walls that destroy the scenery and access for wildlife, bike trails, and hike trails?<br><br>What is your proposal for Permanent Green Space Fund?<br><br>Ultimately, the proposed Mopac expansion is not a solution. As direct evidence, HOV lanes that were created on Mopac from Enfield Ave northward are just as slow and noisy (sometimes slower) as normal lanes during peak times, so it has not solved any problems of congestion. Those HOV lanes created more noise, dust, environmental harm, and separation of neighborhoods on either side that used to be cohesive communities. We do NOT want the same bad result for South Mopac and our communities.<br><br>--<br><br>Ester Harrison<br><br>Austin TX 78749 |
| **5/3/2026** | Esther Castillo | No development, keep Barton springs |

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| **5/3/2026** | Esther Garza | this expansion should be illegal, building over this flood zone and an environmentally sensitive area is a terrible idea which is also multiple steps back for texas in the name of “progress” . living right next to the proposed area of development i know that this will not improve traffic, it will displace people and endangered wildlife around it. texas is running out of water and damaging the aquifer as well as the ecosystem around it will not only hurt the people but cause irreparable damage to this state and species around us because once they’re gone they’re gone forever and no amount of money or “time” being saved on someone’s commute will bring them back. traffic is always going to happen regardless of wider roads or more highways, as you can see with 1-35 being under construction for the past 30 years nothing has changed, expecting a different result with the same course of action is insanity. austin’s infrastructure was never meant for this many people but creating better ways for people to get in and out of the city that don’t involve damaging environmentally sensitive areas is possible. people love austin because austin has these beautiful nature trails, pools and spaces for live music and events, when you take those away and destroy them you destroy austin. please stop putting profit over people and stop this expansion. |

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| **4/8/2026** | Esther Marsden | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Esther Marsden |

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| **4/8/2026** | Esther Marsden | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Esther Marsden |

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| **5/3/2026** | Esther Shin | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Esther Shin |
| **3/26/2026** | Ethan A Oliver | Fully against the project. We do not have a lack of roadway issue, we have a mobility issue. It's time for Austin to cease increasing roadways and create solutions that move people more efficiently and effectively. |
| **5/3/2026** | Ethan Azarian | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Ethan Azarian |
| **5/2/2026** | Ethan Eufracio | Terrible idea to to develop and have a construction project over the limited recharge zone of the most vital and protected aquifer in Texas. TxDOT needs to invest money in metro & urban transportation, highways just bring more out-of-towners and increase the traffic capacity. Implement practical solutions, not unnecessary infrastructure. |

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| **5/3/2026** | Ethan Gorelick | Dear CTRMA Board Members,  As a life-long Austinite, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Ethan Gorelick |
| **4/22/2026** | Ethan Han | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by Evergreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/22/2026** | Ethan Han | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Ethan Muyskens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Ethan Nunez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/16/2026** | Ethan Shade-Shell | There should be a 2nd continuous toll lane on Mopac between Cesar Chavez and 2222 because currently right now with one toll lane it merges from two lanes to one lane and it's lead to a huge bottleneck especially during evening rush-hour and it's led to lots of crashes too If there's a 2nd lane being added in each direction this would really help with that |
| **5/3/2026** | Ethan Stern | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ethan Stern |
| **5/3/2026** | Ethan Stern | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Ethan Stern |

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| **5/3/2026** | Ethan Williams | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Ethan Williams |
| **4/27/2026** | euben Lewis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Eucaris Gonzalez | Expanding MOPAC in south Austin is a terrible idea! The risk to our water and our beautiful green spaces is too great! Find another way Austin! |

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| **4/23/2026** | Eunice Aguinaldo | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Eunice Aguinaldo |

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| **4/20/2026** | Eunice Cauich | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Eunice Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Eva | Hello,<br><br>*<br><br>* I'm writing to express my strong opposition to expanding MoPac South.<br><br>* Instead, I strongly support regional rail and a world class bike/pedestrian network.<br><br>* I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>I am deeply troubled at the social and environmental degradation expanding mopac south will cause. I am flummoxed as to intelligent people either do not understand or care how this proposed expansion will inevitably create massive and irrevocable health, social, community, and environmental damage. I've lived in Austin for over 15 years and have watched over the years this happening more and more to our once unique, healthy city. I want it to stop.<br><br>I want us to be a city that cares about its community, the people, families, small businesses, and the ecosystem we depend on. I want us to be a city that is awake and conscious of the major threats to our environment due to relentless highway expansion, and who instead prioritizes environmentally sound systems of transportation. I want us to stop causing more harm to communities and to our environment and instead protect these precious resources. I want to see green in our city, not miles of concrete and exhaust-filled lanes of gas-guzzling cars. I want to look outside and see I live on amazing planet Earth, and not a boring, ugly concrete slab covering it up.<br><br>Please wake up and stop the proposed expansion of mopac.<br><br>Thank you,<br><br>Eva |

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| **4/21/2026** | Eva Buck | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Please protect what I love about my home.<br><br>Additionally I must remind you that highway expansion is not the only option for better transit.Your people want fast, reliable, robust PUBLIC transit.<br>Keep Austin Weird. |
| **4/21/2026** | Eva Buck | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- A permanent green fund to support ongoing environmental mitigation<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration.<br>Additionally I must remind you that highway expansion is not the only option for better transit.Your people want fast, reliable, robust PUBLIC transit.<br>Keep Austin Weird. |

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| **5/3/2026** | Eva Colona | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Eva Colona |
| **4/20/2026** | Eva Kocab | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Eva Laubach | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. The planning process should emphasize preserving Austin's valuable open spaces and involve public comment. Let's not make a mistake without truly considering the costs the community will bear. Sincerely, Eva Laubach |

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| **3/12/2026** | Eva Lorini | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I demand a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone to protect our community, families, and environment that sustains our lives.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/18/2026** | Eva Lorini | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/22/2026** | Eva Williams | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
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| **4/24/2026** | Evan Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Evan Felger | I believe that this project needs to relook at a lot of things. The fact that y'all are willing to do a 5+ year construction project that will cause traffic times to probably double during that time to satisfy the demand for when a quarter of the population of the city will have passed away is unsustainable. Also, doing this is will hurt one of the most precious aquifers and creeks in the Austin area, not even to mention you may KILL an endangered species. And what for? So you can make some more money from a couple extra toll lanes, not even a bus or transit option for those who can't afford the cost of a car? All in all, this project absolutely disgusts me that this much money is going to be spent on more ugly and confusing roads in Austin rather than funding options that most constituents want, like public rail. |
| **3/31/2026** | Evan Patrick | Hi, my name is Ewan Patrick. I think that we shouldn't build toll roads, like, <inaudible> or whatever, because I don't really think it would be worth it, because I don't really think saving eight minutes would be reasonable just to, like, ruin an ecosystem over. And I think it's, like, really dumb. But that's what I think. I don't think it should happen like at all because I don't want to, like, we shouldn't ruin the ecosystem or like another like greedy toll company or whatever. But yeah, that's what I think. So yeah. |
| **3/31/2026** | Evan Shimek | The ecological toll this project will take is IRREVERSIBLE and will poison the region’s drinking water supply for generations. For what purpose would this even serve? Anyone that’s taken the MOPAC express lane north can tell you there is no real benefit to its existence - it actually functions to SLOW DOWN traffic at peak hours. This is absolutely evil and I hereby promise to make life a living hell for any decision makers that allow this harm to come to pass. |

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| **5/2/2026** | Evan Swofford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Evan Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Evangeline Braden | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Evangeline Braden | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Evangeline Mavrommati | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/29/2026** | Evangeline Mavrommati | I OPPOSE expanding MoPac South. Instead, I SUPPORT regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Adding lanes, especially toll lanes is simply a lazy solution. It is generous to even call it a solution. Please, let us escape car dependency and become a first-class city like we know is possible. There is ample proof in other cities domestically and internationally that car attrition works. We have ample proof adding lanes doesn't work. Austin wants to compete on the world stage but doesn't want to invest in the things like public transit and walkability that make excellent cities excellent. This will eventually drive away talent, businesses, and families who would otherwise be interested in what Austin has to offer because they can't get anywhere. We can do better. |
| **4/20/2026** | Evann Ogburn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>One of my favorite things about Austin are the green spaces it provides. It is essential that we preserve this for years to come!<br>Thank you for your time and consideration. |

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| **4/21/2026** | Eve Burpo | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Eve Burp |

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| **4/22/2026** | Eve Burpo | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Eve Burpo |

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| **4/24/2026** | Eve Chenu | History shows that building roads eventually creates increased demand. Mopac is already noisy and polluting. To suggest that the environmental impact will be minimal is unbelievable. I am against this project and wish resources could be used instead to build a real multimodal transportation system that really improves mobility for all. This seems to be more of the same pattern of more highways and more cars, not a recipe for sustainable growth and human centric development. |
| **4/30/2026** | Eve Rugarber | A full EIS should be done to determine the impacts this project could have on the local greenbelt and river ecosystem before intimating any work on the project |
| **5/1/2026** | Evelina Warren | We do NOT need a toll road in SW Austin! |

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| **4/20/2026** | Evelyn Bonar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Evelyn Herrera | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Evelyn Herrera |

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| **5/3/2026** | Evelyn Herrera | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Evelyn Herrera |
| **5/3/2026** | Evelyn Poplin | Hello, my name is Evelyn Poplin. I am a third generation austenite and I want to make itknown that I want to the full environmental inspection statement for the MoPAC expansion.I believe that it will damage aquifer recharge zone as well as endangered species and thequality of life for the residents here in Austin. |

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| **5/3/2026** | Everett Gray | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Everett Gray |
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| **4/21/2026** | Evergreen Austin Board Member | Dear CTRMA Officials and Stakeholders,<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>_____<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.) |

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| | | Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>_____<br><br>EGA also requests two Non-Required Mitigations: |

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| | | Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>_____<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making. |

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| | | EGA is a strategic partner in this process. We will advocate within current political realities while holding firm on the protections Austin deserves. EGA urges CTRMA to include all recommended mitigations, thereby demonstrating that superior infrastructure and environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>Evergreen Austin Board Member<br><br>*<br><br>*<br><br>*<br><br>* |

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| **4/23/2026** | Evie Ho | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Evie Ho | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/20/2026** | Ezekiel Wheeler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Fabian Rey | My name is Fabian Rey, and I lived in Austin for 11 years, and I don't want the south Mopac expansion to happen. We need to protect our springs and our aquifers. At all costs. We got 4 species that are in danger and making more lanes will not help the traffic. Please stop this from happening.This is really bad for Austin. |
| **3/30/2026** | Fabiene Nicole Dickerson | This community does not support the expansion of mopac! Austin’s spring system and fresh water system is at risk. |

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| **4/28/2026** | Faith Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Faith Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>As a new resident to Austin, a core reason that I was drawn here was how easily accessible and EXPANSIVE the nature was, and how much the community formed around it. In a growing age of technology and industrial development, please please don’t deteriorate part of Austin’s core roots (pun intended).<br>Thank you for your time and consideration. |

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| **4/28/2026** | Faith Williams | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Faith Williams |

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| **4/29/2026** | Fallyn Gawlik | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Falon Mihalic | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees with equivalent caliper size trees and expand the tree canopy to provide cooling shade and habitat for future generations. —Implement advanced light shielding and utilize certified dark sky light fixtures as well as full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/20/2026** | Farahday Morgan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Farahday Morgan |

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| **4/20/2026** | Farhid Azari | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Fariah Mahmood | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Fariah Mahmood |

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| **5/3/2026** | Fatima Elmahdawi | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Fatima Elmahdawi |

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| **4/23/2026** | Fatima Sadaqat | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Fawn Macfarlane | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Felicity Weber | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Felicity Weber |

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| **5/1/2026** | Felipe Cardoso | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Felipe Caro | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/3/2026** | Fernando Sustaita | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Fernando Sustaita |

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| **5/3/2026** | Fernando Sustaita | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Fernando Sustaita |

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| **4/30/2026** | Finn Eagen | I do not support this project. I have lived in Austin for over a decade and witnessed the creation of the northern express lane. I almost never use the express lane and think it was generally a waste of space and resources. I believe there is likely some data to show that it is "effective" in reducing congestion on the northern part of Mopac, but I personally do not believe this is outweighed by the costs to create and maintain the lane. I also believe the "one more lane" mentality is a short term solution that the city will quickly outgrow. I think transportation resources are better put toward future-proof public transit infrastructure that reduces the need for daily commuting via car in the first place. Austin already has one highway that is stuck in an endless purgatory of construction (I-35). Please do not do the same to Mopac. |
| **3/30/2026** | Finny Philip | I oppose any expansion of Mopac over the environmentally sensitive-recharge zone. I'd rather go around. |
| **5/3/2026** | Fiona Hadfield | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of the city. The people are called to this region because of that rare relationship between water, geology, and community. People come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this |

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| | | project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Fiona Hadfield |

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| **4/22/2026** | Fiona Robinson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Fiona Robinson |

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| | | Sincerely,<br><br>Fiona Robinson |

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| **5/3/2026** | Fiona Wycoff | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Fiona Wycoff |
| **5/3/2026** | Fiona Wyrtzen | I am strongly urging that this project is redrafted. I appreciate the detailing put into the environmental report, but this project proposes a risk to Austin's vital cultural and environmental resources. As a local Austinite, I am concerned about the impact this project will have on the Lake Austin Watershed, and restriction of access to public spaces. |

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| **4/17/2026** | Fleetwood Jacobs | Dear Central Texas Regional Mobility Authority Board and Project Leadership,<br><br>On behalf of Zilker 351, <https://www.zilker351.org/> an Austin-based 501(c)(3) nonprofit dedicated to preserving and enhancing one of Austin's most iconic urban greenspaces, we submit the attached letter with our formal request for environmental mitigations on the MoPac South Project to specify Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments in response to the South MoPac environmental study.<br><br>In keeping with the Mobility Authority's commitment to environmental stewardship that balances the need for infrastructure improvements with preservation of the natural resources, we request the mitigation adjustments to address the expected significant impacts from CTRMA's projected timeline of up to six years for completing the MoPac South project.<br><br>Zilker 351 appreciates CTRMA's consideration of these mitigation improvements which residents and the public at large will recognize and appreciate, too. While we reserve the right to provide additional feedback on the project, we look forward to the realization of seeing these mitigation and funding commitments in the final project.<br><br>I am eager and available to meet with your team to answer questions and provide clarifications. |

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| | | For the love of Zilker Park,<br><br>Fleetwood Jacobs<br><br>--<br><br>Fleetwood Jacobs<br>Executive Director |

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| **4/17/2026** | Fleetwood Jacobs | To the CTRMA Board and Project Leadership, This letter is submitted on behalf of Zilker 351. As a stakeholder dedicated to the preservation and enhancement of Austin's most iconic urban greenspace, we are writing to formally request specific environmental mitigations and design commitments for the MoPac South Project. As the project moves toward "Section 8.0 Post-Environmental Clearance Activities," we urge the CTRMA to integrate the following commitments into the final design and construction contracts to ensure the ecological and recreational integrity of Zilker Park is maintained. I. Tree Canopy & Light Pollution Protections With its dense collection of heritage oaks, pecans, and elms serves as a living symbol of Austin's commitment to balancing rapid urban growth with environmental preservation, Zilker Park's canopy is irreplaceable and should be protected or replaced at as a generous gesture of goodwill to our past and future commitment to the environment. Accordingly, we request: Comprehensive Tree Replacement Funding: Mitigation funding for the loss of any tree displaced by the highway expansion, noise barrier footings, or shared use path construction, including replacement funding for trees between 4-19 inches in diameter being replaced in Zilker Park with native species at a 3:1 replacement ratio, and replacement funding for trees larger at or above 19 inches in diameter being replaced in Zilker Park with native species at a 4:1 replacement ratio. Additional details are set forth in the attached tree planting recommendations from TreeFolks (Exhibit A). Dark Skies Compliant Design: Implementation of advanced light shielding and full-cutoff fixtures to eliminate light trespass and preserve the night sky within Zilker Park. II. Parkland Protections To prevent encroachment of the MoPac South highway project into Zilker Park, we request: Encroachment Prevention: Adjust alignments and constructions methods to avoid parkland encroachment. Ensure that materials and trucks stay under the highway when near Zilker Park. Where impacts are unavoidable, provide compensatory land acquisition mitigation payments towards purchasing permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones. Incorporate an annual compliance check-in for three years after completion by the Environmental Compliance Manager after construction is completed to ensure SW3P and Edwards Aquifer Rules are continually met. Specific requirements are attached in Exhibit B. III. Noise Abatement and Sound Mitigation The introduction of express lanes and lateral expansion of the highway roadway creates a permanent increase in decibel levels that threatens the tranquility of Zilker Park. To mitigate these unpleasant environmental impacts, we request: Noise Workshop: A "Community Noise Workshop" to determine what noise abatement and sound mitigation measures are feasible for the portion of the South MoPac project extending through Zilker Park, with the leadership of Austin Parks and Recreation having the final vote for approving any noise abatement and sound mitigation measures, such as listed below. Advanced Pavement Technology: The use of Permeable Friction Course (PFC) or Next Generation Concrete Surface (NGCS) throughout the Zilker Park corridor to reduce tire noise at the source. Noise Barriers: The installation of high-performance concrete or transparent noise walls along both the northbound and southbound sides of the project within Zilker Park boundaries to shield sensitive areas while maintaining visual connectivity where appropriate. The noise barrier mitigations are described in the "Traffic Noise Mitigations" slide of the MoPac South Environmental Study Public Hearing (www.mopacsouth.com/PH/2603 MPS PH Exhibits Virtual.pdf) as extending 6,919 feet along both sides of MoPac South through Zilker Park. Path Intervention Designs: The use of advanced absorption and diffraction barrier designs, such as T-Top and Y-Top Caps atop noise walls, absorptive noise walls which "trap" and dissipate sound energy, or bio-based & green barriers which combine structural mass (to block sound) with thick vegetation or bio-materials that scatter and absorb higher frequencies where appropriate. IV. Construction-Related Displacement & Public Health and Safety Mitigation Construction of this magnitude will inevitably disrupt park access and usage. To mitigate these public health and safety impacts, we request: Capital Improvement Reimbursement: Funding for the implementation of infrastructure improvements [[identified in a local access study]] to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project. Ecological Restoration: The restoration of any parkland areas or roadways damaged or degraded by infrastructure improvements, such as environmental restoration and improvement of any relocated vehicle parking areas in Zilker Park that are used to replace existing dedicated parking areas used by visitors to Zilker Park. V. Visual Impact & Active Transportation To offset the visual blight of an expanded highway through the scenic Zilker Park and to mitigate disruption caused by the |

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| | | construction project, we request “betterment” funding for: Elevated Shared Use Path (SUP): The construction of a dedicated, elevated SUP along Barton Springs Road alongside the northbound side of MoPac Freeway providing a grade-separated, safe crossing over Barton Springs Road. The location of the SUP should not interfere with the existing disc golf tees, fairways, and protective plantings along Barton Springs Road, and any displaced trees should be replaced in consultation with Austin Parks and Recreation. This will serve as both a safety feature and a signature "betterment" for the community. VI. Non-Required/Discretionary Mitigation Requests Beyond the required environmental commitments, we propose the following context-sensitive mitigations to further the CTRMA's mission of environmental stewardship. Aquifer Conservation Funding: Offset the increased impervious cover, tree loss, degraded water and air quality, and aesthetic and visual impacts of the MoPac South project by providing mitigation payments of $35 million to the City of Austin. These funds would be earmarked for the purchase of permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones. We look forward to seeing these mitigation commitments and related non-required betterments in the Section 8.0 documentation and final project schematic. We request a formal response regarding the inclusion of these items in the environmental record. Sincerely, Fleetwood Jacobs Executive Director Zilker 351 |

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| **5/3/2026** | Flynn Fletcher | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Flynn Fletcher |

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| **3/17/2026** | Forrest Aderholt | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Forrest Aderholt |

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| **5/3/2026** | Forrest Aderholt | Dear CTRMA Board Members, Hello, My name is Forrest Aderholt and I am writing to voice my concerns about the Mopac expansion proposal. I am concerned that simply adding more lanes, and especially toll lanes, will only make traffic worse for the 7 years under construction and even after completion no address any of the underlying issues that cause traffic. I live close to highway 71 construction and if this plan moves forward I will have construction to the west of me on 71 and also to the west on Mopac. I will be surrounded by construction and the air pollution, frequent traffic pattern changes, increased traffic, and noise that comes along with it. At the same time I-35 will also be under construction, this is a recipe for disaster for commuters. Even after construction I am doubtful that this expansion will even alleviate stop and go traffic on Mopac. CMTRA has even estimated that this project will only save 5-7 minutes IF you travel in the expensive toll lane. Induced demand is also a well documented phenomenon where more lanes leads to more cars which leads to similar or worse congestion in a few years. I can also speak from personal experience that these toll lanes do not alleviate traffic because I drive home from work on Mopac. I cannot afford the toll lane which is often upwards of $15 in rush hour so I sit in the same stop and go traffic that most people do. I am opposed to tax payer money going towards toll lanes that will not alleviate congestion, degrade, the environment, and will be too expensive for most drivers to use anyway. Sincerely, Forrest Aderholt |
| **5/3/2026** | Forrest Aderholt | Dear CTRMA Board Members, I'm writing to voice my concerns over the extremely negative environmental impacts this Mopac toll lane expansion will have. CTRMA has conceded that 4 federally endangered species will be adversely effected by construction. Drilling into fragile karst ecosystems will destroy habitat that endangered Tooth Cave Spider and Bee Creek Cave Harvestman rely on. Construction will jeopardize the clean, steady flow of water from the Edward's aquifer threatening endangered Barton Springs Salamnders. Even after construction runoff from completed highways have proven to leach toxic chemicals into the environment. How has CTRMA found no significant impact of the environment when there is clear evidence that this expansion will degrade an extremely fragile ecosystem that both endangered species and people rely on? Why have less harmful alternatives like eliminating elevated lanes not been considered? I am demanding a full EIS for this project as required by federal Law under the National Environmental Policy Act. CTRMA is clearly not following the requirements of the Endangered Species Act in the current proposal. Forrest Aderholt Citizen of zipcode 78749 Respectfully, Forrest Aderholt |

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| **3/17/2026** | Forrest Aderholt | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Forrest Aderholt |

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| **4/21/2026** | Forte Appling | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Fotinos<br>Fotinos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Frances Stone | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Frances Stone |

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| **5/3/2026** | Frances Washburn | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Frances Washburn |
| **5/3/2026** | Francesca Baci | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Francesca Baci |

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| **5/3/2026** | Francesca Marks | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Francesca Marks |

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| **5/3/2026** | Francesca Villalva | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Francesca Villalva |
| **5/1/2026** | Franchesca LeBaron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Francisco Burciaga | Dear CTRMA Board Members,<br><br>I'm writing to oppose the MoPac South expansion as currently proposed and to urge the Board to direct staff to prepare a full Environmental Impact Statement before this project advances further.<br><br>The Draft EA concludes that widening 8.77 miles of MoPac across the Edwards Aquifer Recharge Zone will produce no significant impacts to communities, endangered species, or water quality. That conclusion is not defensible on the record the EA itself presents.<br><br>The corridor sits directly over karst terrain, where rainfall and runoff move through caves, fractures, and sinkholes into the aquifer with almost no natural filtration. The EA identifies karst features within the project area and acknowledges that Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries cross the corridor, all of which ultimately feed Barton Springs. Despite this, the document offers little meaningful protection for these features during construction. Substantially expanding pavement will increase stormwater volume and loading of sediment, hydrocarbons, tire particulates, and heavy metals. Those are not speculative risks; they are standard outputs of urban highway runoff.<br><br>The EA also concedes that suitable habitat exists near the corridor for the endangered Barton Springs salamander and Austin Blind salamander. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer. Both species require a narrow band of water temperature, dissolved oxygen, and flow stability, and small shifts in sediment, chemistry, or hydrology can wipe them out. A finding of "no significant impact" does not reckon seriously with that biological reality. |

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| | | The community impacts are similarly understated. As proposed, the expansion would push the MoPac corridor to 13 to 18 lanes in places, paving nearly the full right-of-way across Lady Bird Lake and alongside Austin High School. Years of construction will degrade air, noise, and access at one of the city's most historic public schools. Construction around new bridges and widening will also affect the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network linking Lady Bird Lake, Zilker, and the Barton Creek Greenbelt. These are daily-use corridors for thousands of Austinites, not optional amenities.<br><br>In 2016, public opposition stopped an earlier version of this project. The pressures on the aquifer since then, including drought, development, and water demand, have only increased. Reviving this proposal without the depth of analysis a full EIS requires is the wrong direction.<br><br>A full Environmental Impact Statement is the baseline for a project of this scale, in this location, above an aquifer system that has no substitute. It would force a full accounting of cumulative impacts, a serious look at alternatives, and a real opportunity for public participation.<br><br>I'm asking the Board to direct staff to prepare a full EIS before moving forward. Barton Springs and the Edwards Aquifer warrant that standard of review. |

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| | | Thank you for your consideration.<br><br>Respectfully,<br><br>Francisco Burciaga |
| **3/19/2026** | Francisco corona | Stop the build! |
| **5/2/2026** | Frank Netscher | Air quality in Austin sucks, more lanes means more driving, and will eat up a ton of money that could be spent on projects that improve our lives. Cost $825m for marginal benefit to some drivers, when this funding could supercharge walking, bicycling, and transit in the Austin area. |
| **5/3/2026** | Frankie Hope | Please postpone any expansion until you've committed to protecting the spaces that define Austin! Barton Springs, Zilker Park & other quintessential ATX spaces should not be impacted by your expansions. Consider the people and animals who depend on these spaces for life & enjoyment. Please don't take away or alter what we love about our home. |

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| **3/24/2026** | Franny McLamy | I strongly opposed the MoPac south project and support the current "no build" alternative for now. In general, I oppose any highway expansion project, as it will NOT reduce traffic congestion. 4-6 years of construction and tons of money is NOT worth the "proposed" "Benefits" of this project to Austinites. After attending the Mopac south environmental study public hearing on March 24, 2026, more concerns about the project have been brought to light for me. One being the "increased pedestrian and cyclist opportunities "benefits" listed. The maps were even labeled "raised pedestrian crossing"- when I asked a Mopac south rep if there were protected or bridged crossings they said no. Simple adding sidewalks next to a congested highway does NOT increase mobility if those sidewalks don't feel safe. These "improvements" are a sorry attempt to make this project seem multi-modal friendly. THIS IS NOT WORTH IT!! I implore the City of Austin and CTRMA to invest the cost of this project into reliable bus networks, protected and safe pedestrian paths, and LIGHTRAIL! |
| **3/20/2026** | Franny McLarty | I grew up in the oak hill area and drove to Austin High School every day on MoPac. I know this stretch well. I left Texas for college and graduated from Western Washington University with a degree in urban planning and am super passionate about ensuring Austin is a more accessible, equitable, and beautiful city as it grows and changes. My urban planning education has led me to be very cautious about highway expansion projects, and I strongly oppose “improvements” to MoPac that add lanes. In the face of Austin’s budget crisis, investing in car infrastructure is a waste of resources and money. Pedestrian and bicycle infrastructure is the cheapest construction to invest in, and I want to see more multi modal transportation options along this stretch of MoPac. If Austin truly wants to fight traffic and congestion, it will invest in alternate modes of transportation than individual cars and give people the choice to commute other ways. If walking, biking, and transit were more accessible in Austin, I would sell my car and leave parking worries behind in a heartbeat! And I’d be one less driver in the road. |

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| **4/23/2026** | Franny McLarty | Dear CTRMA Board Members,<br><br>As a lifelong Austinite, a graduate of Austin High School, and someone who holds a BA in Urban Planning, I strongly oppose the MoPac South Project. I know this stretch of MoPac well, and I know that wider won't work. The stated purpose of this project is to alleviate traffic congestion, and the proposed schematics will not effectively do that due to a well known phenomena called induced demand. Addressing traffic in Austin in a way that actually benefits Austinites will look like investment in a high-quality multi-modal transportation network that encourages less car usage, not accomdate more.<br><br>I demand the MoPac South Project conduct a full Environmental Impact Statement. The current Environmental Assessment finding of “No Significant Impact” is dishonest. We as a city deserve better, and demand real consideration of project alternatives to meet Austin's climate and equity goals as we face population growth.<br><br>I support multi-modal regional planning, investment in public transit, and better walking and biking infrastructure in Austin. I support protecting what makes Austin unique: our water, wildlife, and citizens. Austinites are speaking up and clearly saying NO to this project. I implore the CTRMA to listen and honor the communities wants, needs, and best interests.<br><br>For the love of water in Central Texas,<br><br>Franny McLarty |

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| **4/29/2026** | Fred Heldenfels IV | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing.<br><br>Sincerely,<br>Fred Heldenfels IV |

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| **4/21/2026** | Fred Klimt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Freddy Aguirre | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/3/2026** | Freddy Aguirre | I am strongly against this being built, and am support of the Do Nothing alternative. Our wildlife, air quality, and water system is more important than anything else. |
| **5/2/2026** | Frederick C. Schwertfeger, Jr. | I stand in thorough opposition to the South MoPac Expansion. I've lived for 36 years in the Westcreek Neighborhood, the eastern portion of which is adjacent to the South MoPac Expressway. My house is 1 mile straight line from MoPac. The proposed Expansion if far too massive for the narrow South MoPac Corridor. It will destroy the settled, compact, neighborhoods, commercial areas, and well-established roadways and trails that now exist in pleasant peacefulness. And all the tremendous disruption will be done for far too little benefit. As one who tries to avoid tolls, the expansion documents say that I could get downtown four minutes faster. Years of environmental and existing community disruption for four minutes. This project is a boondoggle for the Texas highway construction industry; and is neither necessary, appropriate, nor wanted by those of us who live here and will be impacted by such a massive project. NO to the South MoPac Expansion! Frederick C. Schwertfeger, Jr. - 36-year resident of the Westcreek Neighborhood. |

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| **5/3/2026** | Freya Retana | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| **4/23/2026** | Frida Brooks | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Frida Brooks |

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| **5/3/2026** | Frida Garcia | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Frida Garcia |

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| **4/25/2026** | Gabby Ellis | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Gabby Ellis |
| **5/2/2026** | Gabby Finch | This expansion will be a waste of financial resources that should be put towards the completion of I-35. Also, I would want a full environmental impact study performed. This road will take away resources from the community space and likely cause problems with the water supplies. |
| **4/22/2026** | Gabe | Do not move forward with the Mopac expansion without a complete environmental impact statement and reassess the long term negative impacts of this project. Preserve open space, prevent harm to endangered species, and don't damage the aquifer recharge zone. Invest and expand public transit options, lane expansions are not long term solutions to congestion. |

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| **4/24/2026** | Gabe Tobin | No highway expansion ever improves traffic congestion! Don't ruin the best part of this City to feed the dying automobile industry. Improve bike/pedestrian facilities and access and volume will decrease. Embrace emerging new vehicle technology and efficiency will increase. Stop digging this hole deeper! Expanding this highway serves no one, wastes money, risk this City's most valuable resources, and ultimately will not solve any of the problems it proports to be addressing. |
| **5/3/2026** | Gabe Tobin | No to the highway expansion Ponzi scheme! Don’t ruin our city for something with absolutely no upside! Driving is a relic and highway expansions are exponentially expensive. They do not even reduce traffic congestion! |
| **5/3/2026** | Gabi Rajulu | Lifelong Texan and former resident of Austin here. Barton springs is integral to the city’s soul, culture, and ecosystem. Expanding the freeway over its watershed would have a devastating impact. Please don’t hurt such a beloved peace of this city |

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| **4/28/2026** | Gabriel Cossio | Dear CTRMA Board Members,<br><br>My name is Gabriel Cossio and I'm a long time resident of Austin, TX, a small business owner, and PhD engineering graduate from UT-Austin.<br><br>First, it is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone – which I'm not sure if the CTRMA board is aware of – is a MAJOR reason that people choose to live in a city like Austin vs Houston/Dallas.<br><br>It would be incredibly irresponsible of the CTRMA to bulldoze through standard regulatory processes that may harm such a foundational aspect of Austin which is central to it's culture as well as a foundational piece of Austin's recenet high economic growth and it's economic prosperity. People and business move here because of things like the Edwards Aquifer, Barton Springs, and the various other natural spaces that are so easily accessible in Austin and NOT despite these things.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders’ external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. |

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| | | Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin’s environment, public health, and community life.<br><br>Also, why does the CTRMA continue to only develop highway expansions? Is there a complete lack of creativity or future proofing? Time and time again the effect of highway expansions has been shown to provide no useful reduction in traffic decongestion. This expansion will likely cost quite a bit of money and if the CTRMA already has access to the land then build something more useful. If the CTRMA actually cared about improving traffic conditions, minimizing harm to Austin and it's residents, and being financially efficient then it would consider alternatives to high way expansion (trains and/or light rails and/or bus only lanes to improve Austin's emberassing lack of useful public transport).<br><br>Sincerely,<br><br>Gabriel Cossio |
| **4/20/2026** | Gabriel Grossman | Hi, my name is Gabriel Grossman, and I am calling to oppose any and all highway expansionin Austin, Texas, particularly here. I think it is ridiculous that we are spending another billion dollars, almost a billion dollars in taxpayer funds, in building two more lanes of asphalt. Do you guys really think this is going to fix traffic? We've been saying one more lane, one more lane, one more parking spot, and what we're left with is nothing. We're destroying parks, we're destroying homes, we're increasing air pollution. We are literally turning our planet into a wasteland of asphalt. Please take this money, these $800 million, and invest it in something better, like safewalking and biking trails through Austin, like public transportation. These are much better investments that actually pay offbecause I know for a fact that you guys are gonna need more money to maintain this all the time. And then you're gonna say,oh, actually, we have more traffic. We need two more lanes, guys, two |

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| | | more lanes.Give us another billion dollars and we're gonna fix traffic. No, you're not. Please stop wasting your money on more and more asphalt and invest in something that's actually better for Austin and betterfor the world. Thank you. |
| **4/5/2026** | Gabriel Maldonado | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. |

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| **4/5/2026** | Gabriel Maldonado | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Gabriel Maldonado |

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| **4/20/2026** | Gabriela Barrera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | gabriela carroll | Please don’t ruin one of the last good vestiges of austin. expanding highways doesn’t actually reduce traffic congestion. In fact, it just increases it. The best cities with the most thriving economies are actually walkable cities with good public transit. This would just ruin austin for everyone. Stop building - nobody wants. |
| **4/20/2026** | Gabriela de Leon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Gabriela de Leon | Dear CTRMA Board Members, I have lived in Austin for my whole life, and the parks and waterways are such a huge part of what make Austin so special. After over 40 years of public action to keep our green belt and springs safe, I find it appalling that an expansion like this could go into place without transparency about how it will effect our ecosystem. <br />The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Gabriela de Leon |
| **4/23/2026** | Gabriela Jarquin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Gabriela Pena | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. Stop destroying our ecosystems, Gabriela Pena |

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| **5/3/2026** | Gabriela Pena | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Gabriela Pena |

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| **5/3/2026** | Gabriela Pena | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Gabriela Pena |
| **5/3/2026** | Gabriela Rivera | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Gabriela Rivera |

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| **4/22/2026** | Gabriela Rodriguez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Gabriela Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Gabriella Crooks | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Gabriella Glinski | Dear CTRMA Board Members, Hello, I am an Austinite born and raised and I do not want to see the proposed MoPac Expansion go forward. It would not help our community but only continue to expand issues. This expansion would harm our waters luke Barton springs, th Edward's Aquifuer, and the species who depend on them. Austin is a beautiful city for the mixture of city life and leisure it provides. People do not want more highway we want more of what we love about austin and what keeps it weird and special. Increasing the space MoPac takes up will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Gabriella Glinski |

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| **3/26/2026** | Gabriella Tropea | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Gabriella Tropea |
| **3/24/2026** | Gabrielle Adams | I STRONGLY support this initiative. I live in South Austin and work downtown and also North Austin for the past 20 years. Traveling Mopac has been a nightmare. The additional lanes were needed many many years ago. |
| **3/24/2026** | Gabrielle Bauarschi | STRONGLY support!!!! |

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| **5/3/2026** | Gabrielle Boyle | Dear CTRMA Board Members, IF WE DESTROY OUR WATER SYSTEMS, WE CANNOT TAKE IT BACK. Please invest I our future by protecting natural bodies of water and preventing pollution. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Gabrielle Boyle |
| **4/30/2026** | Gabrielle gore | We love Barton springs!! |
| **5/3/2026** | gabrielle peterson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, gabrielle peterson |
| **3/19/2026** | Gabrielle Sorrell | Hello, I am commenting regarding the once-again proposed expansion of Austin highways. I do not want any wider highway, nor a wider MoPac. Expanding MoPac is an outdated and ineffective approach to transportation- one we have seen fail to alleviate traffic concerns over, and over, and over again. Use this money differently. Continue expanding sidewalks. Invest more in putting trains throughout the city that actually go places people need to be. Clean the buses and undo anti-homeless measures at bus stops that have made them uncomfortable for everyone. MoPac could benefit more from continuous pedestrian-bicycle paths along the project’s length or cnverting an existing highway lane to a bus-only lane. CTRMA is better served to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/22/2026** | Gabrielle Swenson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Gabryelle Dominey | Dear CTRMA Board Members, One of the few remaining natural beauties of Austin are about to be devolved and ruined completely by this action. NO ONE is asking for toll lanes! NO ONE wants this! NO ONE will benefit by this besides the ones making the decisions who will get more money from the lanes! Please. Listen to the community and DONT DO THIS. Money is not worthy the erosion of our earth. Austin has already lost so many things that make it special and beautiful. The city, its wildlife and its people should not have to suffer more loss. Respectfully, Gabryelle Dominey |
| **5/3/2026** | Gabryelle Dominey | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Gabryelle Dominey |

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| **3/12/2026** | Gaby Benitez | Dear CTRMA Board Members,<br><br>As someone with a background in environmental science and community and regional planning, I am writing to strongly oppose the MoPac South expansion as proposed. Firstly, it is well researched in planning that highway expansion ultimately does not positively impact traffic congestion, and so this is clearly a TxDot money grab.<br><br>I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. |

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| **4/28/2026** | Gaby Vergara | The residents of Austin will not stand for this expansion if it knowingly will cause harm to the Edwards Aquifer. The Edwards Aquifer contributes so much to the city of Austin and our surrounding Hill Country cities. I do not want my taxpayer money to go towards expanding the TOLL road. The current construction has already caused extensive traffics and delays. All for something that not every Austinite even uses. I urge you to complete a full environmental impact statement so the city can understand the breadth of the damage they could cause. |
| **3/19/2026** | Gail Rothe | Stop digging! We (citizens, taxpayers) are digging ourselves into a fiscal and environmental hole - a disaster we can prevent if we stop this project NOW. The proposal to widen 8 miles of Mopac represents 20th century thinking. Instead, we do need pedestrian-bicycle paths, conversion of an existing lane to a HOV/transit lane, and most importantly, an overall transportation plan that provides more than a few years and a few minutes of decreased travel time. |

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| **4/21/2026** | Galiena Bright | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/23/2026** | Gama Garcia-Zuniga | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **3/19/2026** | Garret Nick | Continuing to develop and widen MOPAC over the Barton Springs recharge zone in order to save a handful of drivers 3-5 minutes of travel time is extremely short-sighted. It won't be but a few years before that 3-5 minutes is 1-3 minutes and then back to where we are now. The only way to reduce congestion is to provide actual alternatives. So why then are we going to degrade and destroy Barton Springs for something that does not provide any sort of long term solution? Multiple cities across Texas are running out of water and your plan is to pave over some of the most sensitive land that is the very spot where water needs to absorb in order to recharge our aquifer. No amount of minutes is worth the long term destruction you are imposing on Austin. Stop widening MOPAC and people will find other ways to live their lives. |
| **3/24/2026** | Garret Nick | Widening all of our roads is not a long term transportation solution, especially when that widening occurs over our MOST sensitive natural infrastructure. You are literally destroying Barton Springs in order to save a handful of commuters 3-5 minutes of drive time. At the same time, you are incentivizing MORE people to use MOPAC so that time savings will quickly be diminished to ZERO shortly after the project is completed. At that point the damage to the recharge zone will be permanent. We cannot continue to subsidize the single driver commuter lifestyle, it is unsustainable. |
| **3/24/2026** | Garret Nick | Is there any promise that MOPAC will not be directly connected to I-35 to create a western I-35 bypass? If that were to happen then all of this would be a waste of time since the increase in traffic would be tremendous and all of the watershed would suffer. Also, the disruption to Austin High School parking and access is significant and construction should be limited to the summer. |
| **4/29/2026** | Garret Nick | A billion dollars, years of construction, and irreversible damage done to our parks, creeks, and springs... to save 5 minutes of driving? For people who wanted to save money by living in the suburbs? Now everyone else must suffer because they want a big suburban house and can't be bothered to spend 5 more minutes in the car?<br><br>What other alternatives could be funded with a billion dollars? What sort of incentives for carpooling, adjusted schedules, remote work, etc... could be created and funded to reduce the "need" for this project?<br><br>Your lack of creativity is tiresome.<br><br>Garret |

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| **5/1/2026** | Garret Nick | This project clearly requires a full environmental study. Assuming you ram this through against all the opposition of the citizens of the city you are claiming it will benefit then it should include funding replacement sidewalks, bike paths, and access points impacted by the project, installing high-performance or transparent noise walls in park areas without impacting views, providing $35 Million to Austin for land acquisition in the Edwards Aquifer, and taking a portion of any future tolls collected for environmental uses. Essentially you should provide enough money to Austin to purchase all the remaining undeveloped land in the Barton Springs Recharge Zone to be set aside as parkland and conservation land. That is the ONLY way to offset the massive destruction and pollution you are proposing. |
| **4/29/2026** | Garrett Cotter | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/1/2026** | Gary | As a 70 year old who has lived, worked and contributed to Austin for 45 years I have seen the changes and what “progress “ has done to our city. I’ve hiked and enjoyed the area in question all this time. I see the grey runoff when it rains coming from the thousands of tires shedding their chemical make up to form rainbows in the water. Would you drink that? Do you think the environment that obviously supports us will magically filter that and make it inert? The carrying capacity has been reached and surpassed in my opinion. This project will just bring more cars and people to the area which can’t absorb much more of the chemicals and waste that all humans produce everyday. The quality of life is plummeting for our area. So don’t add to and speed up that fall. Don’t build it. |
| **4/29/2026** | Gary Farmer | Please approve the construction of additional lanes on Mopac South in order to improve mobility, safety and quality of life for all Austinites. Additionally, please incorporate environmental safety/water quality features when building the additional lanes as there are no features to mitigate runoff as the roadway currently exists. Building the additional lanes will be a win for people and a win for water quality! Thank you. |

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| **5/1/2026** | Gary Farmer | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/22/2026** | Gather Slauter | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/22/2026** | gauri mishra | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
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| **4/20/2026** | Gavi Paulin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Gavin | Please for the love of god don’t ruin our city more than it has been by turning some of the most beautiful land in all of Texas into a concrete hellscape. |
| **5/2/2026** | Gay Faulkner | I'm requesting that a full Environmental Impact Statement be done for the proposed MoPac expansion project. Due to the size of the project, there will be environmental disruptions and what has been concluded as no significant impact is incomplete and false - this environmentally sensitive area WILL be impacted by both the construction and additional traffic the current proposal is predicting. Additionally, other innovative alternatives should be explored for this corridor. I take MoPac frequently and adding toll lanes will not save commuters any time. CTRMA's alternatives should align with Austin's future transportation goals and should respect Austin’s identity as a city that values its parks, water, and natural beauty. I deserve a solution that protects our environment, keeps our air and water clean, and invests in modern, sustainable alternatives like transit, biking, and demand management. |

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| **5/3/2026** | Gayatri Kharod | Dear CTRMA Board Members, As a lifelong Austinite, I write to you in strong opposition of the proposed MoPac expansion. I am a MoPac commuter. I took MoPac every day for four years from South Austin to Austin High School and back. I have been privileged to learn in such a historic environment and surrounded by excellency. I would never trade that for a faster commute. Current and future Maroons deserve to learn in the same, safe environment without disruptions from construction, pollution, and additional roadway structures. I now commute daily to UT Austin, where I receive a world-class education in environmental science -- this training is what has particularly allowed me to understand the devastating ecological impacts this expansion will have for not only Austin, but any areas connected to the Edwards Aquifer as well. The areas impacted by the project lie directly over the Edwards Aquifer Recharge Zone, where rainfall and surface runoff can move very quickly through natural formations into the Edwards Aquifer with very little natural filtration . Allowing construction over this area will certainly increase both stormwater and pollutant runoff into the aquifer, which directly feeds Barton Springs pool and adversely affect one of Austin's most beloved spots. Furthermore, the endangered Barton Springs and Austin Blind salamander populations rely on the stability of the Edwards Aquifer to remain alive. Allowing such a drastic water chemistry change (by result of the proposed construction) could devastate both species, and drive both even closer to extinction than where they lie now. It is gutting to see this city, which I have called my home since birth, come to the brink of disrupting so many areas of Austinites' lives, from the Butler hike-and-bike trail to Zilker Park and the Barton Creek Greenbelt. Austinites are overwhelmingly in opposition to this idea -- in 2016, opposition led to the cancellation of an earlier version of this project. We cannot stand idly by as our city stands on the precipice of such drastic, harmful change. Therefore, it is my duty as an Austinite to respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Gayatri Kharod |

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| **3/21/2026** | Gayle Goff | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion.<br><br>All of the statements below are painfully obvious.<br><br>A full Environmental Impact Statement (EIS) is REQUIRED before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• ANY Project cutting through the Edwards Aquifer Recharge Zone needs a rigorous review!! The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, |

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| | | blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Gayle Goff |
| **5/3/2026** | Gen | Expanding Austin's highway system should not come at the cost of the city's nature or culture. More highways = more traffic and a less pedestrian friendly city. |

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| **5/3/2026** | Gene Evaro Jr | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Gene Evaro Jr |

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| **4/21/2026** | Genevieve Clemons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Genevieve Schwartz | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Genevieve Schwartz |

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| **5/3/2026** | Genevieve Smith | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Genevieve Smith |

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| **4/20/2026** | Genevieve Trabulsi-orr | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>The green spaces in Austin are what make the city a beautiful place, and a MOPAC expansion would only allow for more cars. It is clear that adding lanes never works in reducing traffic.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Gengel Robinson | Hello, my name is Gangel Robinson.I am with the Solar Plunk Summit, that is the organization that I head, and we explorethe realms of regenerative culture, technology, and consciousness.I have been in Austin for 13 years and seen many shifts in the city, which I love.There's such a vibrancy, and there's this beauty here, and at the same time, there'sof how beautiful is and the expansion that's taking place. There's rapidmovement and some of that rapid movement changes the nature of this place andcoming from a city, I'm from New York City, coming from a city and winding uphere, it felt very welcoming and you know, particularly with thisexpansion, you know, there's understanding and awareness of the waysthat the city is growing and how it needs to meet those challenges.And also, uh, environmentally as a, as a conscious city, which I thinkoften it's considered that we, it really feels important that it's representedthat the people here really honor nature and really want to know what theimpacts of these shifts are before, before making decisions to move forward.And that there is a way for us to give feedback.There's a way for us to exercise, to express our boundaries around the protection of nature,and that only comes if we really get those impact studies and we go into the conversationreally open about what takes place next.And so this is my desire, and I hope that helps. |
| **5/3/2026** | Geobridge | We all know that population growth is inevitable, which means infrastructure must expand accordingly; however, we can certainly choose the areas best suited for this expansion. As a geologist, my mind is often focused on Earth’s natural infrastructure and how humans fit within those existing constructs. My favorite example is I-35.Due to the faulting that created the Balcones Escarpment, a plethora of natural springs emerged along the fault zone, allowing fresh groundwater to provide an oasis for fauna and flora alike. For early humans traveling from South to North Texas, these springs were critical stopping points. Thanks to the region’s geology, a low-lying pathway naturally connected them. As a result, I-35 follows this ancient route, providing a fast and—geologically speaking—minimally invasive means of transportation. There is something fascinating about generations of Texans using the same paths to accomplish the same mission.In contrast, the original MoPac project did not build upon existing paths. Instead, it sought to cut across geologic features that were never meant to be sliced through, failing to follow any natural path of least resistance. Unsurprisingly, this proposed project has been met with significant public resistance—much more than the I-35 expansion. It has also encountered geologic resistance, as engineers must accommodate uneven terrain, which undoubtedly increases construction costs. Connection is at the core of the human experience, but the affected public should have a say in where those connections are made and where they are best suited. |
| **5/3/2026** | Geoffrey Gibson~Peña | Interested citizen |

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| **5/3/2026** | Geoffrey Gibson~Peña | It seems like a terrible idea. Not only damaging to that delicate area, but will be highly disruptive to travel while it's happening, and in the end, guess what? It will encourage development away from downtown, thereby increasing urban sprawl, which will fill up with even more cars until you're back where you started traffic-wise, except you will have damaged and perhaps lost one of the main attractions Austin has to offer. |
| **5/3/2026** | Geoffrey Krum | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Geoffrey Krum |
| **5/3/2026** | George Castellvi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | George Cuesta | Dear CTRMA,<br>I pray the following words do not fall on deaf ears or hardened hearts. I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>As put forward by EverGreen Austin, I urge you to include the below aspects as part of the expansion project:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/19/2026** | George Godwin | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are a landscape and ecosystem that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city.<br><br>Stunningly, the Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. That conclusion is irreconcilable with the facts.<br><br>In my personal view, this project is a terrible transportation solution on its face. At a tremendous public expense and environmental and community impact, it will only push traffic issues down the road.<br><br>And, the community impacts will be greatly magnified outside of the Barton Creek and Edwards Aquifer should this project proceed to occur during the execution of various other destruction/construction projects (Convention Center, I-35, Zilker bridge, others) that will cripple the City in an Everything, Everywhere, All-at-Once binge.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>George Godwin |

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| **4/20/2026** | George Gold | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/19/2026** | George Rojana | Dear CTRMA Board Members,<br><br>I'm a native Austinite. I've loved and appreciated the verdure and the connection between the city of Austin and the greenbelt. I believe the expansion of MoPac South will seriously compromise and threaten the integrity of these priceless parts of Austin.<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird |

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| | | Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of critters in Central Texas,<br><br>George Rojano |
| **5/3/2026** | Georgia Carter | This is Georgia Carter, I am submitting a comment opposing MOPAC South. My email is [Redacted Personal Information] Here we are human, singing a song for you |

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| **5/3/2026** | Georgia Seeboth | Dear CTRMA Board Members, The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Georgia Seeboth |
| **5/3/2026** | Georgia Seminet | I'm opposed. |
| **4/30/2026** | Georgianna Pisano-Goetz | * I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network |

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| **5/3/2026** | Gervaise Nix | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Gervaise Nix |

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| **4/21/2026** | Gia spencer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Giana Valdovinos | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/3/2026** | Giannina Cadenas | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Giannina Cadenas |

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| **5/3/2026** | Gibson Kersting | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Gibson Kersting |

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| **4/29/2026** | Giesela Surat | Hi, my name is Gisela Surat, and I live here in Austin, Texas. I wanted to leave a voicemail because I can't imagine a single person in Austin who lovesour green spaces. That would be okay with this expansion, knowing what it does to our green spaces, the environment, and how it actually wouldn't really help with traffic all that much, at least not long-term. It's not thinking what's good for Austin in the long-term. And so I would really just wanted to show my support for better MOPAC coalition. Thank you. |
| **4/29/2026** | Gilbert | I am writing in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Gilbert Crockett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Gilbert Nwaopara | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Gilbert Nwaopara |
| **5/3/2026** | Gilberto S Salazar | I am against the expansion of the Mopac express way. There is a significant amount of populace that will be affected negatively by this project. Do not allow this to ruin my neighborhood and the sensitive land that surrounds the Mopac expressway. This is not progress. Stop putting profit before what's truly important. Do not allow this expansion to happen. |
| **5/3/2026** | Gillian Bynum | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Gillian Bynum |
| **5/3/2026** | Gillian Stolshek | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Gillian Stolshek |

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| **4/27/2026** | Gina Carrion | I strongly disagree with the plan to expand MoPac south. Additional highway lanes have not proved to be viable solutions to traffic in many studies. Better solutions include public transportation or bike infrastructure. Edward's aquifer is an environmentally important and vulnerable area and we must limit human infrastructure in this area to preserve it. I urge a full environmental impact statement to be completed. |
| **3/24/2026** | Gina Livorsi | Austin needs to improve roads AND invest in public transportation. This plan is trying to fix a growth problem with half a solution. |
| **5/3/2026** | Ginaveve Phillips | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Ginaveve Phillips |
| **5/2/2026** | Giovanna Cruz | I would much prefer a light rail solution than construction to add toll lanes than then will dynamically increase price with traffic. Also, just north of William Cannon and down to Davis lane there is an extremely broad shoulder that could be converted to a lane to alleviate that traffic instead of this massive project. |
| **5/3/2026** | Giovanna Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/3/2026** | Giovanna Salazar | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Giovanna Salazar |

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| **4/22/2026** | gisele giraud | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
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| **4/29/2026** | Giselle Gell | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing.<br><br>Sincerely,<br>Giselle Gell |

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| **4/24/2026** | Giselle Pedraza-Hernandez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/24/2026** | Glen Alexander | Sincerely appreciate your effort to provide detailed information! Very effective organization and details! Agree we need better transportation plan, wish more emphasis was on mass transport (trains mostly) connecting areas in Austin and airport. Afraid all this will be overhauled in 25 years (or less) and outdated! |
| **3/20/2026** | Glen Eric Meyer | I strongly oppose widening MoPac between Cesar Chavez and Slaughter Lane. Widening highways is an ineffective way to increase mobility since congestion usually follows within a few months as people drive more. In addition, it increases air and noise pollution as well as Austin's carbon footprint and contributes in other ways to environmental degradation (e.g., runoff from automotive fluids). Austin is too car dependent as it is – widening highways makes us more car dependent. I much prefer finding creative ways to invest in walking-bicycle paths and public transit. Maybe convert an existing highway lane to an HOV/transit lane. |
| **3/24/2026** | Glenn Criswell | The southbound Barton Skyway exit as designed is problematic and should be "braided" with the southbound onramp from Bee Caves Rd. As designed, it gives ALL southbound traffic the opportunity for nonstop access the flyover ramp that results in "pole position" in the far left lane for the exit to eastbound 360 from southbound mopac. I call this an opportunity for a "cheater" lane - and once drivers discover that the normal exit has to merge into this lane (under mopac just south of 360) a HUGE number of drivers will use this pathway and it will dramatically elevate the traffic on this ramp (I expect it would effectively become the exit ramp of choice vs the actual ramp). The on-ramp from Bee Cave Rd could utilize its lower elevation to braid under the southbound exit to Barton Skyway and the ramp would be for Bee Cave Rd and Spyglass Rd on-ramp traffic only, as intended for the design. This is important for traffic flow generally but also because of significant noise concerns for homeowners adjacent to the bridge (adjacent Barton Creek Townhomes development in particular along and west of Capital Parkway) |
| **3/24/2026** | Glenn Criswell | Regarding the ramp originating as the southbound on ramp from both Bee Caves Rd and Barton Skyway and then flying over Mopac and splitting to toll and 360 eastbound: This ramp as designed will be particularly impactful to Barton Creek Townhomes just west of Mopac near Capital Parkway. In a previous comment I suggested "braiding" the on-ramp from Bee Caves Rd (which would require moving it slightly farther north) to deter its use as a preferred exit to eastbound 360 from southbound Mopac. However, even as an on-ramp only (less traffic), the multiple bridge joints in the vicinity and elevation of the townhomes will expose the area to tire interaction noise from multiple joints in addition to visual degradation. I respectfully request that CTRMA/TxDOT investigate the feasability of moving that ramp to below southbound Mopac grade instead of the elaborate flyover, utilizing the distance from the Barton Skyway on-ramp to gradually move blow grade. This would gain the functional benefit that the ramp would not have extreme downhill grade (which clearly destroys capacity as seen at Ben White and I-35 and Grand Parkway and I-10). If the construction grade is too challenging (although please do not jump to that conclusion) our community would very much appreciate any and all noise and headlight mitigation efforts employed on the west side of that ramp, particularly as it passes near Capital Parkway. Thank you for your consideration of these aspects so important to our community. |
| **5/3/2026** | Glenn Glover | Dear CTRMA Board Members, No bueno! I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Glenn Glover |

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| **5/3/2026** | Gokul P | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Gokul P |
| **5/3/2026** | Gokul Prasanna | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Gokul Prasanna |

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| **4/28/2026** | Gordon Huth | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Gordon Huth |

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| **5/3/2026** | Grace Arnold | Dear CTRMA Board Members, I am a three year resident of Austin, and I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I believe Barton Springs and Zilker park are essential public spaces in Austin - and this work, including the harm it would have negative impacts on our precious nature and shared spaces. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Grace Arnold |

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| **4/22/2026** | Grace Fremuth | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Grace Fremuth | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Grace Goen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Grace Holley | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Grace Horvath | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Grace Horvath |
| **5/2/2026** | Grace Irons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Grace Johnson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Grace Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Grace Roberts | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | grace robinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Grace Schaefer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Grace Stelmach | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Grace Vroom | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Gracie Kuntz | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Gracie Kuntz |
| **4/20/2026** | Gracy Salinas | Please do not make the current lanes narrower to make room for these toll lanes. We, the taxpayers, have already paid for the current lanes and shouldn’t have to pay a toll for the using that square footage. |
| **4/30/2026** | Gracy Salinas | Do not disturb, damage, or use any water from the aquifer during or after the project. |
| **4/20/2026** | Grady Bible | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Graham Carter | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **4/23/2026** | Graham Dern | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Graham Dern |

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| **5/2/2026** | Graham Gilbert | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Graham Hill | Please do not pollute and ruin our natural spaces in this city with this wholly unnecessary expansion. RESPECT THE PEOPLE OF AUSTIN! |

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| **4/20/2026** | Grahame JoneS | April 20, 2026<br><br>Central Texas Regional Mobility Authority<br><br>c/o MoPac South Project<br><br>3300 N. IH-35, Suite 300<br><br>Austin, TX 78705<br><br>Re: MoPac South Environmental Study – Draft Environmental Assessment Comments<br><br>To Whom It May Concern,<br><br>The Texas Conservation Alliance (TCA), one of the oldest 501(c)(3) conservation organizations in Texas, established in 1971, appreciates the opportunity to provide comments on the Draft Environmental Assessment (EA) for the MoPac South Project.<br><br>TCA is highly thoughtful and deliberate regarding the issues we engage on. We do not routinely submit comments on infrastructure projects within the City of Austin, and this represents the first time we have formally done so. When we choose to engage, it reflects the significance of the issue and our expectation that the review process meaningfully resolve—not defer—key questions regarding impacts to sensitive natural resources. Our decision to participate here is grounded in the unique sensitivity of the corridor and the long-term implications of the proposed project.<br><br>We recognize the Mobility Authority's efforts to evaluate alternatives and incorporate public input. At the same time, the project corridor includes some of Austin's most defining natural assets—green space, parkland, Lady Bird Lake, and the Barton Springs system—which serve not only as ecological resources, but as foundational elements of the city's identity and quality of life. Projects in this area should be approached with particular care to ensure that these resources are not incrementally degraded or undermined over time.<br><br>Given the ecological sensitivity of the project corridor, we do not believe the Draft EA, as currently presented, demonstrates that impacts to parkland, water resources, and sensitive species have been sufficiently avoided, minimized, or mitigated to support a fully informed decision.<br><br>The project corridor includes and directly influences parkland and ecologically sensitive areas near Lady Bird Lake. These lands provide critical habitat, ecological function, and public recreational value. The EA does not yet provide sufficient analysis to demonstrate how fragmentation, edge effects, and long-term degradation will be avoided or meaningfully minimized. In areas of this sensitivity—particularly those that contribute to Austin's network of accessible green space—avoidance should be the primary objective, with mitigation serving a secondary role.<br><br>The proximity to the Barton Springs segment of the watershed elevates the importance of a rigorous and clearly quantified |

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| | | water quality analysis. The EA relies heavily on general commitments to best management practices but does not adequately demonstrate performance under high-intensity storm events, cumulative pollutant loading, or long-term maintenance conditions. Given the direct hydrologic connection to Barton Springs, this level of analysis is necessary to support the conclusions presented and to protect one of the region's most valued natural resources.<br><br>We appreciate the anticipated consultation under the Endangered Species Act with the U.S. Fish and Wildlife Service. However, deferring key impact determinations and mitigation measures to a future consultation process limits the public's ability to meaningfully evaluate the project at this stage. Given the presence of species such as the Austin blind salamander and Barton Springs salamander, the EA should include clearer, more specific commitments regarding avoidance, minimization, and enforceable mitigation prior to advancing the project.<br><br>While the inclusion of a No Build Alternative is appropriate, the range of alternatives evaluated does not appear sufficient for a corridor with this level of environmental constraint. In particular, the EA does not fully explore alternatives that would materially reduce or avoid impacts within sensitive areas, including transportation demand management strategies, transit enhancements, or operational improvements. Under NEPA, the consideration of reasonable alternatives is central to informed decision-making, and we encourage a more robust evaluation in this regard.<br><br>Finally, the cumulative impacts analysis should more fully account for induced growth and secondary development pressures associated with roadway expansion. Without a clearer assessment of these effects, the EA risks understating long-term impacts to habitat, water resources, and parkland that extend beyond the immediate project footprint.<br><br>TCA supports responsible transportation planning that reflects both current mobility needs and long-term stewardship of natural resources. In a corridor defined by the presence of Lady Bird Lake, Barton Springs, and interconnected parkland, that stewardship carries added weight.<br><br>We respectfully request that the Mobility Authority and TxDOT provide a more rigorous and transparent analysis of impacts to parkland, habitat, and water quality; clearly demonstrate the effectiveness and enforceability of proposed mitigation measures; expand the evaluation of reasonable alternatives that avoid or minimize impacts in sensitive areas; and ensure that Endangered Species Act consultation meaningfully informs project design prior to final decision-making.<br><br>We appreciate the opportunity to participate in this process and remain committed to working constructively toward solutions that protect both mobility and the natural resources that define this region.<br><br>Sincerely,<br><br>Grahame Jones<br><br>Executive Director |

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| **5/3/2026** | Grant Anderson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Grant Anderson |
| **4/21/2026** | Grant Burkhart | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Grant Burkhart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Grant Matthews | I am strongly opposed to the use of tolled lanes on projects funded with taxpayer dollars. |
| **5/3/2026** | Grant Rollins | I'm in opposition to the mopac South Toll expansion. Reduce traffic by something besides more traffic lanes. Invest in public transportation. |
| **5/1/2026** | Grant Slape | It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. Key concerns include: Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement. Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution. Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems. Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health. Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |
| **5/3/2026** | Greer Olenick | This is an ill conceived plan that compromises the environment and precious natural beauty that remains of Austin. The proposed roadway would be a blight on our city and its construction would burden the people and worsen our traffic. Be creative and think about we can incentivize our community and businesses ti solve our congestion issues without ruining our waterways. |
| **4/5/2026** | Greg Bosley | I do not support roadway expansions. Travis County should prioritize investments that reduce the need to drive in the first place and give residents real, reliable alternatives to personal automobiles. CTRMA should redirect a significant portion of its tolling revenues away from highway expansion and toward public transportation and other multimodal investments. |

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| **4/28/2026** | Greg Pierce | I oppose the expansion of MOPAC South. Barton Springs and the Edwards Aquifer are two of Austin's crown jewels and they must be protected. Studies have shown this expansion would have negative impacts on both. Austin has been protecting Barton Springs and the aquifer for decades. To stop doing that now makes no sense, unless the goal is to completely transform Austin into another Dallas. Please protect our environment and the heart and soul of Austin.<br><br>Thank you! Greg<br><br>Greg Pierce<br><br>\ |

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| **4/20/2026** | Gregory Bible | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Gretchen Diede | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/24/2026** | Gretchen Pierce | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>As a parent of two children who will attend Austin High in the near future, I am very concerned about the impacts to students due to increased traffic, noise, and most importantly, air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>I am also concerned that increasing the amount of pavement will result in more polluted runoff in Barton Springs.<br><br>Expanding MoPac is not in the best interest of children in Austin and the city itself. We should be doing everything we can to reduce car travel, reduce air pollution, and protect our vulnerable watershed. We should be at the forefront of innovation in transportation, not moving backwards with projects that expand highways.<br><br>I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. We need to consider all alternatives and ensure meaningful public participation in order to adequately evaluate the impacts of this project.<br><br>For the future of our children,<br><br>Gretchen Pierce |
| **5/1/2026** | Griffin Davis | I am wholly and completely opposed to this project. There should be no expansion to the highway under any circumstances. This project would be detrimental to the environment and quality of life for many residents of Austin. Proceeding with this project would mean turning against this community and this city. |

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| **3/16/2026** | Griffin Hawk | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Griffin Hawk |

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| **3/16/2026** | Griffin Hawk | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Griffin Hawk |
| **5/3/2026** | Griffin L. Davis | Please do a full environmental study and protect the parkland and mitigate any changes to the view and green space affected. |

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| **4/20/2026** | Griffin Meinbresse | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>The ecology around mopac has already been devastated with the original construction of the highway. There must be a stop do all development if we wish to sustain any kind of life on our planetary biosphere. Too much native wildlife habitat has already been lost. No more. |
| **5/3/2026** | Guadalupe Mendoza | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Guadalupe Mendoza |

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| **4/21/2026** | Guenevere Lindgren | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Guenevere Lindgren | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Guillaume Kosmala | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/9/2026** | Guillermo Zenizo Lindsey | I don't want you to pursue adding more lanes to South Mopac. I'm very concerned about the enviromental impact. In another hand, you just can add one line from William Cannon to Slaughter. That would have minimal impact and the area for the additional line is already there. |
| **4/2/2026** | Guo Feng | I understand that paved paths will be included as part of the South Mopac corridor improvements. Since 2020, our neighborhood, Meridian, has been advocating for a relatively short but critical extension: a paved path along Hwy 45 connecting Meridian to Escarpment Blvd (approximately 1.2 miles). This connection would provide safe access for more than 3,000 residents, allowing cyclists and pedestrians to travel through Circle C and link to the planned paved path beginning at Slaughter Lane. Currently, many cyclists and pedestrians are forced to use the narrow shoulder along Hwy 45, which poses significant safety risks. Recognizing both the safety concerns and the connectivity benefits, City Council District 8 has allocated $117,000 toward the design of this path. Our Meridian neighborhood has also formed a dedicated committee to support this effort, and I would be happy to share additional information, including supporting graphics. Thank you for your consideration. |

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| **5/1/2026** | guy leblanc | CTRMA:<br><br>I have driven on MoPac nearly every day for over 40 years. I hate the traffic there is now, and would love to have it be like it was in the 80's. But that is just not going to happen, no matter how many lanes you add. I'm writing to inform you of my opposition to the current plans and the lack of a full environmental assessment for your proposed expansion of MoPac. An expansion of the size you are considering without a full environmental impact assessment is definitely not in keeping with the wishes of the taxpayers who would fund it. I wonder if it is even legal.<br><br>The idea of adding toll lanes, especially since there are currently unused lanes on the south end of this roadway, makes zero sense (I assume those areas were created with the intent of opening them at some point. News flash: that time is now!) . This seems like an over-build on the scale I would expect from TXDOT, ala Oak Hill. So again, since nothing you build will turn the clock back even 20 years, I suggest you aim for minimal improvement with minimal impact and cost. The relatively recent adding of another southbound lane near 360 seemed to involve a short narrow run of asphalt and some re-striping of the merge lane. It looks to me like this could be done in other areas farther south.<br><br>You don't need to go all TXDOT on us.<br><br>Guy LeBlanc<br><br>Remember, I do not access email on a regular basis, so for matters requiring my immediate attention please call me at -, or my mobile number if you have it. THANKS! Guy LeBlanc. |
| **5/1/2026** | Gwen Barton | Hello, I wanted to inquire if there has been a study surrounding the Zilker Park “events” traffic that leads from Mopac north and south into the Zilker Park area. It would be keen to have a direct exit off of Mopac in both directions that go directly to Zilker Park which right now is the Bee Cave road exit. If the Bee Cave BarBQ, I’m not sure how the traffic would flow on both north and south feeder roads. There are neighborhoods and apartments that line the feeder roads and this is their only way out. |
| **3/19/2026** | Gwen Turner | Why are we still doing this? We know expansion doesn't work, and only makes things worse for our communities in the long run, leading to increased sprawl, pollution, environmental damages, and health risks. Find a different solution. |

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| **4/16/2026** | Gwendolyn Ellis | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Gwendolyn Ellis |
| **5/3/2026** | Gwendolyn Terra | One of the most wonderful and precious things about Austin is the Greenbelt and Barton Springs. As a child I swam in Barton Springs ( and still do at 56), walking the Green Belt and seeing it has been one of the things that is essentiatl supports the well being of the community of this land. Protecting the waters for all, so that we can have these natural treasure is a huge part of what Austin is about for me . Honoring that protection is part of the work of this land, and any expansion of roadways need to take in consideration environmental and cultural impact on the communities of human and other species that live in this land. This expand could impact in harmful ways Austin's water, air, wildlife, schools, neighborhoods, and your quality of life. I am asking for a full Environmental Impact Statement (EIS) and less harmful alternatives. The Austin City Council, Travis County Commissioners Court, and the Urban Transportation Commission |

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| | | agree and are requesting this. Please Honor your duties to the community that you will be impacting with this possible road expansion. |
| **3/21/2026** | Gyla Fowler | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside |

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| | | Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Gyla Fowler |
| **5/1/2026** | H Holmes | I am extremely concerned about the proposed expansion of South MOPAC and toll roads expansion which would impact our community access to public spaces and the ecosystems dependent upon coherent stewardship of our land and water. I demand a full impact study and statement reflecting the findings of study. I am extraordinarily wealthy with lots of time in my hands. I'd be more than happy to sit in on the proposed construction and sue those responsible for ruining our beloved city! |

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| **4/26/2026** | Hailey Clare | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Hailey Norman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Hailey Wisener | Dear CTRMA Board Members,<br><br>I am writing to express my strong opposition to the proposed MoPac South expansion and the harm it would cause to our neighborhoods, our waterways, and the natural places that make Austin unique. This project puts Barton Springs, the Edwards Aquifer, federally endangered species, and the Barton Creek Greenbelt at risk, and would bring more noise and air pollution to the communities that surround the corridor.<br><br>The draft EA itself acknowledges that the travel time benefit across the corridor is minimal—on the order of only a few minutes—yet it does not adequately address how the resulting environmental damage would be prevented or repaired. More than 110 acres of new pavement would dramatically increase impervious cover, driving hotter surfaces and warmer runoff into already stressed creeks and springs. Fragile salamanders, karst invertebrates, and many other plants and animals depend on clean, cool water and intact habitat; once those systems are degraded, they are extraordinarily difficult to restore.<br><br>Because of these concerns, I feel compelled to speak up on behalf of the people who live, work, and go to school along this corridor, and on behalf of the wildlife and waterways that cannot speak for themselves. I respectfully urge CTRMA to prepare a full Environmental Impact Statement, to engage deeply and transparently with the public, and to actively pursue alternatives that protect water quality, wildlife habitat, and nearby neighborhoods while addressing transportation needs.<br><br>Austin deserves transportation solutions that reflect our shared values and safeguard the ecological and community heritage that define our city. I ask that you reject the current expansion proposal and commit to a path that truly protects Austin’s future.<br><br>Sincerely,<br><br>Hailey Wisener |

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| **5/3/2026** | Haley Hall | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Haley Hall |
| **4/27/2026** | Haley Hein | Edwards Aquifer and Barton Springs are beautiful natural resources to be protected and enjoyed by all. I urge you to complete a full Environmental Impact Statement to see the negative effects this will have. Austin does not need more toll roads. |
| **5/3/2026** | Haley milam | A highway over one of the most sacred places in Texas. Uncanny. No no no. |
| **4/30/2026** | Haley Poorman | As a resident of South Austin near the Mopac and Davis Lane intersection, I am writing to formally express my concerns regarding the proposed expansion. My primary objections center on noise pollution and environmental degradation. Specifically, I am concerned that the proximity of the project to established trail systems near William Cannon, Davis,Slaughter, including dick Nichols park will lead to an accumulation of road debris and litter. This presents not only an ecological risk but a significant safety hazard to the pedestrians and cyclists who frequent these paths. I also have concerns about the aquifer and making sure it is preserved and safe. |
| **3/25/2026** | Haley Ritchie | PLEASE DON'T DO THIS PROJECT - this is a waste of time, money, taxpayer dollars, and I would love to know how I will be compensated for my time with all the traffic I'm going to have to sit in with all this construction. |
| **4/29/2026** | Haley Sharp | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/23/2026** | Haley Sommerfeld | I believe extending MoPac is a poor approach to solving traffic issues. Extending MoPac will lead to more congestion and pollution. Instead, Austin should invest in strengthening our public transportation systems! |
| **5/1/2026** | Haley Stearns | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Halle Dobbs | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Hallie | I do not support the destruction of our water shed and springs. |
| **5/3/2026** | Hallie Lott | More construction equals more traffic while this is being built. Do not sacrifice the already little public spaces we have for another road. |

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| **4/23/2026** | Hallie Rae Ward | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Hallie Vick | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Hallie Vick |

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| **4/26/2026** | Hamilton Steele | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Hamilton Steele |

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| **4/20/2026** | Hana Dole | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Hana Hussaini | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Hank Smith | I have lived in Austin for 60 years and travel South MoPac on a daily basis and it is time for this expansion. Roadways such as this have and can be built in a manner that alleviate traffic and still protect the Edwards Aquifer Recharge Zone. As we know the population of Austin has doubled every 20 years since 1860 and there is no indication the growth of this region is going to slow down and we must have roadways that are designed to accommodate our future. |

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| **4/21/2026** | Hanly Callahan | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Hanly Callahan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Hanna Herring | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Hanna Herring |

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| **5/3/2026** | Hanna Walton | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Hanna Walton |
| **4/27/2026** | Hannah | This needs a true scientific environmental impact report to share. Edward’s aquifer should be avoided at all costs. |

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| **5/3/2026** | Hannah Allred | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Hannah Andrews (she/her) | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Hannah Andrews (she/her) |

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| **5/3/2026** | Hannah Aronson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Hannah Aronson |

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| **5/1/2026** | Hannah Campbell, | Hi, my name is Hannah Campbell. I'm calling to ask you guys to do a full environmental impact statement for the expansion of MOPAC. Water quality in endangered species should not be dismissed. I think that's really important. I believe that your traffic data is outdated and no significant impact isincredible in this instance and I believe that Austin deserves clean water and clean air. This is important to me because I know that there are some endangered speciesthat could be affected with the expansion of MOPACwithin like the, like Barton Creek area, Barton Springs area. I know it's an aquifer like recharge zone. So I really, really, really implore you to look more into this and just think about, you know, Austin and what makes Austin great and if we really need MOPAC expanded.To be honest, I think it's unnecessary. And I think if we invested more into public transportation, we wouldn't have to be constantly expanding roads and causing more traffic, because there's already I-35 construction. So I hope you heard me out. I hope you guys changed your mind. I don't think anyone wants MOPAC expanded, to be honest with you. I think it'll cause more headaches but hopefully, you know, hopefully it all works out and to have a blessed day. Thank you. |
| **5/1/2026** | Hannah Cohen | This project will make traffic worse, destroy the aquifer, and harm endangered species. Please do not expand highways anymore. |
| **4/21/2026** | Hannah Cweigenberg | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Hannah Cweigenberg | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Respectfully,<br><br>Hannah Cweigenberg |

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| **4/21/2026** | Hannah Friggel | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/2/2026** | Hannah Fron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Hannah Glaw | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Hannah Glaw |

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| **4/28/2026** | Hannah Grassmuck | Dear CTRMA Board Members,<br><br>Are you all insane? Expanding Mopac will do nothing but make traffic worse for the entire city for years to come, and won't even solve the issue once it's finished. I would expect someone on the CTRMA board to know that expanding highways doesn't reduce traffic. That's a simple fact, look it up!<br><br>Not to mention, destroying these natural habitats and green spaces with roads fundamentally goes against what Austin is known for. People come from all over to be able to visit our trails, parks, and most famously, Barton Springs. Putting these areas at risk, as well as the endangered Salamanders who habitate there, would be a grave mistake. Put your capitalist mentality aside and think about the people who actually live here. Stop wasting tax payer dollars on stupid expansion projects like this, and have it go towards improving existing roads and infrastructure instead. That would make Austinites happier, not 6 more lanes on a highway. Get real.<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and |

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| | | aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Hannah Grassmuck |

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| **4/30/2026** | Hannah Hardee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Hannah Heath | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Hannah Hutchinson | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Hannah Hutchinson |

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| **4/3/2026** | Hannah Kennedy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Hannah Kennedy |

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| **4/26/2026** | Hannah Lax | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Hannah Le | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Hannah Leatherbury | Dear CTRMA Board Members,<br><br>If you move forward with this project in the absence of a full, transparent Environmental Impact Statement (EIS), you'll be doing the City of Austin, and everyone who lives here, a major disservice. The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>* Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Hannah Leatherbury |

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| **5/3/2026** | Hannah Lundin | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Hannah Lundin |
| **4/21/2026** | Hannah McBride | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | hannah mccord | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Hannah Mercer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Hannah Neel | Please do not expand MoPac. We do not need bigger highways. This will only make traffic worse. |
| **5/3/2026** | Hannah Odom | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Hannah Odom |

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| **5/3/2026** | hannah olson | Dear CTRMA Board Members, <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Hello, in the addition to below: <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">There are notable reasons why people continue to visit, invest in, establish, and relocate themselves in Austin, Texas. <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">I recently drove through Dallas/ Fort Worh metroplex to visit friends, and I couldn't help but notice a void in the reactionary infrastructure that continues to develop in this expanding metropolitan area. <br /> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">While driving north on I-20, I-30, I-35, it quickly becomes apparent that DFW scaled to accommodate an influx of economic opportunity and ever-increasing population of residents. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Preserving the culture of Ft Worth and Dallas was low in priority, and is now in a reactionary process to bring back and honor its culture in creative ways, but something was lost in the process of expansive construction zones and lack of original nature and culture preserved in the process. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Their attempts to reestablish any idea of original culture and nature are perceived as being new(not old and honored- therefore little connection) gimmicky and overall an inchohesive attempt of what it means to have Dallas or Fort Worth "pride". <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east- |

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| | | asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">I would like to highlight that Austin has a unique opportunity to pivot avenues in reaction to growth throughout the city, and stand out apart from its concrete jungle/ vapid sister cities (DFW). <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Austin is home to an abundant, yet delicate, ecosystem that brings life to the city. I take pride in living here due to the consideration and care of elements that are not profit driven, but people driven. I believe the expansion of mopac is not driven by the motive of benefitting people, nor the ecosystem (which benefits us greatly when we allow and protect it). <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">I am an advocate for growth and development in Austin. However, I must raise the question: how is such a forward-thinking, independent, and progressive city entertaining ideas of archaic/ dated solutions in reaction to the growth? <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">There is opportunity here to challenge a seamingly status-quo solution- which is historically one of Austin's many strongsuits. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Despite traffic on Mopac (which has been ever-present since I moved here in 2014 for university)- I assure you Austin residents and visitors value preserving the ecosystems, lands, trees, over unavoidable pollutants and shaving off 5 min from their commute in the next 5-10 year completion of the proposed highway expansion. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" |

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Not only is this feux solution unaesthetic to the eye of the habitant (DFW vibes) but is harmful to the surrounding ecosystems that we have the privilege and admirable opportunity to preserve and honor, instead of cowering down to a norm that is not only uninspiring, but short-sited of Austin's long-term appeal. <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">I would love to share recent photos of my "views" while driving through Saginaw/ Fort Worth last weekend - spoiler alert: the views are garbage. The current views are, most likely, all it will ever be- even with ongoing construction "opportunities". This metropolitan area clearly embraces and reflects "good enough" energy, resulting in a stagnent and uninspiring reality. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">I would like to remind you we have an opportunity to continue ro rise above and stand apart from neighboring Texas city governments, other major US cities, and even major cities internationally. <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">A reminder, Austin is recognized internationally- why do you think that is? From a citizen/ outsider perspective: I assure you it has nothing to do with its plans to develop excessive-12 lane sprawling highways. <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">From a corporation, lobbyist, or developer perspective: this is just another deal to close, a thrilling opportunity to profit from a fake solution funded by the government - completely tone deaf to why businesses, corporations, residents and visitors saw the initial value and appeal of Austin, Texas. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant- |

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| | | numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Thank you for your support, consideration, and honorable leadership in rising above the route of ease and high-pressure enticement from the positions and forces at hand- which you will be honored and rewarded for in your efforts. I believe in the City of Austin to create meaningful and aligned solutions - instead of reacting to them - as we navigate the exciting changes in this robust and evolving city. <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">Always, Hannah Olson (2nd generation Texan) It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, hannah olson |

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| **5/3/2026** | Hannah Reaux | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Hannah Reaux |
| **5/3/2026** | Hannah Richardson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Hannah Rondan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Hannah Rush | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Hannah Sellner | I say no to the mopac expansion project. I would rather sit in traffic than in a polluted Barton Springs. |

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| **4/21/2026** | HANNAH SPELLMAN | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>HANNAH SPELLMAN |

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| **4/21/2026** | HANNAH SPELLMAN | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>HANNAH SPELLMAN |

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| **4/27/2026** | Hannah Tucker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Hannah Vanhorn | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/2/2026** | Hannah Varnell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Hannah Walkup | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Hannah Wescott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/24/2026** | Hannah Woerner | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Hannah Woerner |
| **3/19/2026** | Hannes Mandel | I DON'T WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/1/2026** | Hans Rosenthal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Harlan | N/A |
| **4/20/2026** | Harley Hunt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Harper | No!!! |

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| **4/22/2026** | Harper Wilson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Harper Wilson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Harrison Hudson | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Harrison Jensen | The benefits of this project, such as they are, will not outweigh the damage done to the Barton Creek watershed. Please do not move ahead with this project. |

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| **5/3/2026** | Harrison Wells | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Harrison Wells |
| **4/27/2026** | Harry McMahon | South Austin and the Edwards Aquifer have already suffered greatly from expanded construction and the covering of the porous limestone draining sites with pavement and concrete. We know that any construction in this location has detrimental environmental impacts, which is obviously being downplayed for financial gain. This project, especially as a toll road, clearly prioritizing lining the pockets of companies contracted for the job and not the people. The majority of people will not use or benefit from toll lanes. All that will happen is companies will profit, the aquifer will be polluted, and the Green Belt's beauty will be disrupted. This is not a project the people of Austin support! |

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| **3/18/2026** | Harry Miller | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Harry Miller |

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| **4/4/2026** | Haven Portillo | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Haven Portillo |
| **4/23/2026** | Hayat Q | Act with caution and please do not build more roads over our sensitive recharge zone, thereby tearing down more trees that are essential for water quality, air quality, and quality of life. We don't need more roads in central texas. Keep the Hill Country country!!! It is not a good idea to build more roads over our karst systems. Listen to the scientists and not the money to be made from another road project. It is maddening that we have to fight so hard to protect our environment. |

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| **5/3/2026** | Hayden Haskins | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Hayden Haskins |
| **4/28/2026** | Hayden Ross | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Hayden Stebbins | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">I also make a personal promise, I promise I will move away from Austin Texas forever abandoning the idea of raising a family here. The people who control Austin almost seem like they don't understand who lives here and why somebody would want to live here. Take a step back and realize that you are hurting your own clientele. Thank You for listening to your neighbors, Hayden Stebbins |
| **4/20/2026** | Hayden Suber | Dear CTRMA,<br>This is coming from a resident of Austin Texas and the preservation of what makes Austin, Austin!<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Hayden Yates | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Hayley Cline | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Hayley Cline |
| **5/3/2026** | Hayley Gibson | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Hayley Gibson |

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| **5/3/2026** | Hayley Reeder | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Haylie Zipoy | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Haylie Zipoy |

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| **5/3/2026** | Heather Buffo | I implore CTRMA to do a full EIS. Even potentially minimal impact on water and blind salamanders should be thoroughly considered. With ongoing construction on I35, 290, S Lamar and 183, starting another project on Mopac and creating more construction is excessive. I support more investment in Project Connect and other solutions to improving transit conditions and incentivizing multimodal transit over more highway expansions. Please at a minimum conduct a full EIS and consider delaying this project entirely until after S Lamar is completed! |
| **4/28/2026** | Heather Burns | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>WATER IS LIFE.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Heather Burns |

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| **5/3/2026** | Heather Chrynko | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Heather Chrynko |
| **4/27/2026** | Heather Deiderick | I request that this project receive a full environmental impact statement so we can understand more about how this project will impact Barton Creek, Zilker Park, and the Edwards Aquifer. |
| **5/3/2026** | Heather Galvano | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Heather Galvano |

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| **4/21/2026** | Heather Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Heather Lemmons | N/A |
| **5/2/2026** | Heather Lozada Ubiles | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Heather Miller | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Heather Miller |

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| **4/22/2026** | Heather Power | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Heather Power | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/25/2026** | Heather Scroggins | CTRMA Board Members,<br><br>Hello,<br><br>Please reconsider this expansion. Austin has already changed dramatically in the last 5 year, and not for the better. Austin once felt like a city that deeply charished it's natural habitats and enviornment and now it feels like another large industrial boggy city. What made Austin beautiful and special is being taken away and distroyed by expansions like these.<br><br>Please don't do this to our beautiful city!<br><br>Thank You for listening to your neighbors,<br><br>Heather Scroggins |
| **3/30/2026** | Heather Sowder | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Heather Sowder |

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| **3/29/2026** | Heather Vaz | As an avid road cyclist I am hoping you will consider this for the safety of those that ride from Meridian to connect to the other bike paths and to the city as a whole. I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **5/2/2026** | Hector Bustillos | We all know more roads, especially toll roads only create more barriers than they do connections in Austin. We've already seen that adding lanes to Mopac has done little if any wirk in minimizing traffic and slowdowns on the highway. I urge you to go through the entire legal process including a full Environmental Report over lining your own pockets and those of your friends. Thank you! |
| **4/28/2026** | Hector Moya | I understand the need for better passenger travel. If this can be done while being mindful of the existing trail system, that would be great. One idea is that there are workable bypasses to the trail during construction, especially on the weekends/off hours where there may not be construction, but barricades are blocking the trail. Clearly marked designated construction bypasses would be awesome to keep the trail functional. |

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| **4/26/2026** | Hector Zuniga | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Hector Zuniga |
| **5/1/2026** | Heidi Cruz | I do not agree with the Mopac South Project proceeding. The current environmental review is lacking, but we already know that this is a sensitive environment that should not be subjected to additional assaults. The current infrastructure may not be ideal for traffic patterns right now, but as growth decentralizes from downtown Austin, and other modes of transportation (can we get buses down here) are implemented, avoiding needless growth is a good thing. See AISD infrastructure for proof. Please do not expand the Mopac footprint. |

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| **3/18/2026** | Heidi Gibbons | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Heidi Gibbons |

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| **3/26/2026** | Heidi Gibbons | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Heidi Gibbons |
| **4/29/2026** | Heidi Gibbons | Please do an environmental impact accessment for real this time - no one believes what you are saying that "your accessment" says there will be no impact on our water, earth, trees, air, etc. Over 300 neighbors showed up at Austin High School last week to hear information about what you are planning and I can tell you than no one was in favor of this! |

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| **4/18/2026** | Heidi H | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Heidi H |

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| **4/20/2026** | Heidi Muller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Heidi Murphy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Heike Saint-Orens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Helen Brown-Kay | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Helen Brown-Kay |
| **5/2/2026** | Helen Davis | Expanding MoPac would be a catastrophic mistake for Austin and I strongly oppose it. propose. A project of this magnitude, built in an environmentally sensitive and beloved area, cannot possibly be done without adversely impacting Austin's green belt, Barton Springs and Zilker Park. Yet, CMTA has not provided a full Environmental Impact Statement. Nevertheless, based on public documents, what we do know is that adding more highways and pavement will increase run off, pollution, and noise, all of which will contaminate the "jewel" of Austin - the state's Capitol. This issue is very personal. I swim at Barton Springs Pool year round. My husband bikes the trails. My son hikes the greenbelt. They are treasures to be protected not encircled by an ugly, dirty and noisy spider web of highway fly overs and concrete trails. I ardently oppose the project and urge CTMA to halt it. At a minimum, please conduct an EIS. |

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| **5/1/2026** | Helen Huckaba | Please consider expanding your sound wall on the west side of Mopac south of Slaughter Lane. With the expansion of the highway, more cars and trucks will be traveling south to get to 45. In the first Mopac expansion, the sound wall from La Crosse to Slaughter Lane on the west side was partially built. This has caused a tremendous amount of noise for our neighborhood in Circle C, On the Park with sound levels well exceeding what is needed to provide a sound wall for residents. You should consider the traffic and noise impact south all the way to 45, as its the natural end. Don't be short sighted on the increased traffic impact just to Slaughter Lane. |
| **4/20/2026** | Hellen Pennell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Henrry | We don’t need it |
| **4/20/2026** | Henry Bennett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Henry Coleman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | henry mecredy | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, henry mecredy |

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| **4/21/2026** | Henry Murray | Dear CTRMA Board Members,<br><br>I ooThe proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Henry Murray |

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| **5/3/2026** | Henry Wakeman | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Henry Wakeman |

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| **4/28/2026** | Herb Palmer | To CTRMA board members,<br><br>I wish to share input regarding the proposed MOPAC Expansion.<br><br>My wife and I have lived in our home on Barton Springs Road for nearly 10 years. We have lived in Austin for 17 years. We appreciate the commitment Austin has taken to care for the waterways, aquifer, parks, quality of life, and the protection of creatures living in the area. I share this commitment and I hope the same values will be claimed by generations following us. The Proposed MOPAC Expansion, if it is implemented as proposed, will impact this area negatively forever.<br><br>It is my understanding that an Environmental Impact Study is not part of the proposal that is being presented. Because of the vulnerable life in this area, the need for clean water, need for clean air, and minimizing noise, it is essential for a full study to be done in this area to fully understand the impact that the construction and expansion would have.<br><br>During the construction phase, much of the traffic will shift through Zilker Park and Lamar Blvd. We live between South Lamar and Zilker Park. These streets are already handling a lot of traffic during normal use. Traffic is compounded when festivals are at the park. During the construction phase, traffic will be a nightmare on these side streets every day.<br><br>I suggest an alternative to contraction of additional lanes on MOPAC. Many cities, including cities in Texas (an example is Houston) have identified the inside lane for HOV at certain times of the day. I encourage you to study this option from Enfield to Slaughter Lane. HOV lanes will encourage carpooling. It will also eliminate the need of construction of lanes that are in the proposal for toll, which is limited to those who can afford to pay a toll regularly.<br><br>Thank you for your attention to these concerns.<br><br>Herb Palmer |

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| **5/3/2026** | Hilary Parks | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. More roads never fix traffic problems. If you give people more car lanes, studies have shown that they just increase the cars on said lanes. You would be making an already terrible problem worse. Only by removing roads and providing different options do we actually fix traffic and pollution. Otherwise we just increase the nightmare concrete nastiness Austin has already seen. People want to live in Austin because it prides itself on being an urban place connected with and surrounded by nature. It cares about the fragile environment and local ecosystem which cannot take any more hits in the current climate crisis. More people would move to Austin and pay your dumb tolls that already exist if you make it a better place to live. Causing more traffic and adding more concrete, especially in a fragile environmental zone, does not achieve this. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. 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The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. 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These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance |

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| | | deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Hilary Parks |

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| **5/3/2026** | Hilary Pelham | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Hilary Pelham |

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| **4/24/2026** | Hillary Mueller | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Hillary Mueller |

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| **4/24/2026** | Hillary Mueller | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Hillary Mueller |
| **5/2/2026** | Hillary Goldrick | Barton springs should be considered a national park. It is one of the most special places in the world. |

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| **4/28/2026** | Hillary Paris | Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to connectivity between Downtown Austin and South Austin, Travis county and Hays county. I support the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Hiral Patel | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful |

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| | | public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Hiral Patel |

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| **5/3/2026** | Holley Gonzalez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Holley Gonzalez |

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| **5/3/2026** | Hollie Polk | The expansion of MoPac would devastate the things that make Austin the city Austin is. The negative impacts on four different parks and the Edward's Aquifer in order to add more lanes (which based on a multitude of research does not speed up traffic and does cause more accidents) is completely unnecessary. Zilker Park, the Nature and Science center (and the preschool there!), the water we need so desperately, how this will displace the biodiversity in the greenbelt are just some of the numerous reasons that this expansion is deplorable. We do not need more lanes. We need to protect the land. If the city is looking to move the flow of traffic better, CapMetro should expand rail services. |
| **4/20/2026** | Hollie Schacherl | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have "no significant impacts," yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. |

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| | | • Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | For the love of water in Central Texas,<br><br>Hollie Schacherl |

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| **4/12/2026** | Holly Fletcher | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/12/2026** | Holly Fletcher | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Holly Fletcher |

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| **5/3/2026** | Holly Cerna | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Holly Cerna |
| **4/28/2026** | Holly H | Austin community members do NOT support a Mopac expansion! The environmental costs are far too high. Keep interstate traffic on the - interstate!!! |

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| **5/3/2026** | Holly H | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Holly Holmes Fletcher |

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| **4/24/2026** | Holly Ratcliff | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Holly Ratcliff |

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| **4/3/2026** | Holly Reed | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Holly Reed |

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| **5/1/2026** | Holly Reed | Members of the CTRMA Board,<br><br>After hearing from our community, our neighbors, environmental experts, parkland advocates, and Austin High School students and parents, the West Austin Neighborhood Group Board of Directors has voted to oppose the current plans for the Mopac South Expansion.<br><br>We strongly disagree with CTRMA's conclusion from the TXDOT Draft Environmental Assessment that this plan will have "no significant impact on the environment." There MUST be a FULL ENVIRONMENTAL IMPACT STATEMENT produced and updated analysis for alternatives to the current plan.<br><br>On behalf of our Community, the West Austin Neighborhood Group requires the following before any further plans for Mopac South Expansion proceed:<br><br>A Full EIS: CTRMA is cutting corners with a predetermined FONSI. Under the National Environmental Policy Act, a full EIS is required when a project will significantly impact the environment. Drilling into the Edwards Aquifer, harming endangered species, damaging parks, and worsening air quality next to Austin High School are all significant impacts that should trigger a full EIS.<br><br>An Updated Analysis: This project started in 2011, and the traffic model used to dismiss alternatives was finalized in 2012—over 14 years ago. Since then, we've had a pandemic, expanded telecommuting, and approved Project Connect. We need CTRMA to rethink this project with reconsideration of alternatives, updated data, and consideration of local goals and policies.<br><br>Review of the "Benefits": After 5-7 years of disruptive construction, the project will save only 5-6 minutes for someone traveling the entire 8.77-mile length during rush hour. Meanwhile, construction delays will largely zero out these minimal improvements<br><br>Protection for Endangered Species: CTRMA admits the expansion will adversely affect 4 federally endangered species but refuses to consider design alternatives that could avoid these impacts. Construction will threaten the clean flow of groundwater to Barton Springs and kill cave ecosystems that cannot be restored. |

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| | | Clean Air for Students: Austin High School students and nearby residents will be exposed to higher levels of fine particulate matter (PM2.5) from increased traffic, tire wear, and brake dust. CTRMA's claim that air quality will improve despite 331 million more vehicle miles traveled per year being added to the corridor is not credible.<br><br>Water Protection: The proposed water quality treatment doesn't meet the standards that Travis County and the City of Austin use for their own roads. During construction, sediment and pollutants will flow directly into the Edwards Aquifer Recharge Zone, causing irreversible harm.<br><br>As a neighborhood that borders Mopac, WANG residents, schools and businesses will have to deal with the repercussions of this construction for many years. The plan to reroute traffic is unacceptable and will lead to terrible back up traffic in the neighborhoods. The “time saving” of 5 minutes is not worth the cost of almost $1 billion and 5-7 years of construction. Many of our residents and students depend on access to our parks, the Hike and Bike Trail, and the Roberta Crenshaw Pedestrian and Bike bridge over Lady Bird Lake. Under the current plan, this bridge will go away. We need alternatives that truly serve the people of Austin and minimize any harm to our water sources, protected wildlife and our environment. |

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| **4/28/2026** | holly rich | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed.<br><br>I'm a trail runner, nature lover and I cannot imagine Ausin being ruined by this expansion.<br><br>I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with |

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| | | dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental |

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| | | Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>holly rich |
| **3/22/2026** | Holly Whitten | Research consistently shows that widening highways only brings more traffic and sprawl. Austin needs to focus on alternative transportation options, not expand the reach of cars. |

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| **4/21/2026** | Hope McLoughlin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Hoppy Goddin | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>In addition, Austin High School will be impacted by increased air pollution, and new traffic patterns that will route traffic to Cesar Chavez and adjacent to the Austin HS campus.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Hoppy Goddin |
| **4/28/2026** | Howard Lindemann | "I oppose the expansion of MOPAC South. Numerous studies have shown that expanding a highway does not actually reduce the length of a trip. Even if it did, a few extra minutes is a small price to pay to preserve our environment." |

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| **4/22/2026** | Hpguest Goolsby | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Hpguest Goolsby | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Hudson Doerge | We absolutely do not need an expansion of mopac. This will be an environmental disaster, destroy communities, and increase car dependency. This is a horrific plan and should never be implemented. |

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| **3/172026** | Hugh K. Higgings | I urge you, and your team, to proceed as prudently rapid as possible to complete the MoPac South undertaking. I've lived in Austin since the middle 60s; I have never witnessed a single roadway delay that helped working Austinites! Central Texas seems to ALWAYS be behind the traffic curve.<br><br>I shall be pleased to respond to any questions that your staff may have regarding my opinion here. |
| **5/3/2026** | Hugh McWilliams | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Hugh McWilliams |
| **4/20/2026** | Hugo Ortiz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/22/2026** | Hunter Calluna | I do NOT want CTRMA to expand MoPac. I am currently employed at TreeFolks, an Austin non-profit, and the work I do there centers native tree distribution to Austinites. Freeway expansion worsens sprawl and pollution, both of which directly undermine the benefits of trees, as wild trees are bulldozed and urban trees endure worse conditions. I DO WANT an HOV/transit lane conversion on the highway to make bus rides quicker & better and continuous pedestrian/bike paths across the project's length. History will look down on this project if it pushes forward, in a time that calls for modern, functional, long-term transit options, instead of a wasted investment (and continuous money sink) in more singular vehicle use. |

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| **4/12/2026** | Hunter Calluna | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Hunter Calluna |
| **5/3/2026** | Hunter Coy | I am a born Texan. The expansion projects proposed would due untold harm to the natural aspects of Austin that make the city so popular and livable. The lack of access to Barton Springs and increasing the strain on Texas' water table would decrease the quality of life of Austinites, and simply "Band-Aid" an infrastructure problem that only gets worse with time. We need to consider the intersection of transportation, ecology and quality of life for better long term solutions, instead of just the "one more lane bro I swear" mentality that underpins current infrastructure projects. |

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| **3/20/2026** | Hunter Warren | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed.<br><br>As countless highway expansions have shown, expanding highways does not and will not mitigate congestion. What it will do is spawn thousands of acres of more low-density and infrastructure-intensive development. This style of development yields less property tax revenue than what is required to maintain it's infrastructure, resulting on a permanent net liability on Austin's budget.<br><br>As a San Antonio resident who spent nearly a decade living in Austin, I will be personally impacted by this expansion as it threatens the Edwards Aquifer Recharge Zone, which my community depends on for water. Our area too, has seen natural spaces vanish, large heat increases, drops in property value, and communities forever ruined by over-expansion of freeways. Please don't do this to Austin also.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Hunter Warren |

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| **4/21/2026** | Hunter Warren | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Hunter Warren |

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| **4/21/2026** | Hunter Warren | Dear CTRMA Board Members,<br><br>Do not expand MoPac South as this permanently affects my drinking water as a San Antonio resident. This expansion will degrade property values in central Austin, costing the city millions in tax revenue that will not be offset by this project. MoPac will become clogged with traffic as soon as it is expanded multiplying the maintenance cost of this freeway.<br><br>Please send more traffic around Austin and not through it! Freeway projects in town degrade the urban environment leading to decay and declining revenue for the city. They will cause explosive growth in sensitive areas, where my drinking water is collected. The low-density growth in these areas will become a drain on the city and county. This is happening across the country over and over. The booming City of Houston is bankrupt because of this low-density development scheme. Stop repeating it in Austin!<br><br>For the love of water in Central Texas,<br><br>Hunter Warren |

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| **4/21/2026** | Hunter Warren | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/30/2026** | Hunter Warren | This money is much better spent investing in regional rail. This expansion is already obsolete. We have seen over and over again in Austin that freeway expansions do not fix our congestion. It will encourage massive environmental damage in the Edwards Recharge Zone. It will harm existing pedestrian facilities. TXDOT is already pouring billions into expanding 35. We need a better solution.<br><br>Thank you,<br><br>Hunter Warren |
| **4/21/2026** | Ian Conery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Ian Creager | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Ian Fleming | I oppose expanding MoPac, as widening highways is an outdated strategy that increases air pollution, emissions, and car dependency while working against Austin's climate and transportation goals. Instead, I support adding continuous pedestrian and bicycle paths along the corridor, converting an existing lane into a high-occupancy vehicle or transit lane, and prioritizing investment in transit, walking, and biking infrastructure. This project, as proposed, would worsen sprawl, harm environmentally sensitive areas, and pose health risks to nearby communities, including students at Austin High School. |

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| **5/3/2026** | Ian Johndon | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks, the schools, and the Edwards Aquifer and its underground beating heart are part of the daily life and identity of Austin. These places are where I grew up gathering with my family, where I go to release daily stress, or cool off on hot summer days. The green spaces are more than just places for Austin residents. These places are like family. Austin wouldn't be Austin without them, and threatening to take them is threatening how our city will evolve. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ian Johnson |
| **5/3/2026** | Ian Mitchell | NO MORE HIGHWAY EXPANSIONS |

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| **4/21/2026** | Ian Mungall | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Ian Mungall | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ian Strain-Seymour | Dear CTRMA Board Members, I am writing to express my opposition to the MoPac South highway expansion project. From what I can, the project will run right through the recharge for the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. That's no good. The extra pavement and the construction process itself will increase polluted runoff, sediment, and impervious cover stressing the whole water system.  <p data-start="6371" data-end="6517">CTRMA should prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">  <p data-start="6371" data-end="6517">- Ian Strain-Seymour <p data-start="6371" data-end="6517">  Thank You for listening to your neighbors, Ian Strain-Seymour |

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| **3/24/2026** | Ian Wilson | Great work on the SUP<br>- Please add as much shade as possible to the Shared Use Path, using trees.<br>- The diverging diamond @ Bee Caves seem good<br>- The bridge for the SUP in Zilker seems great<br>- the extra express lane entrance at Bee Caves seems good<br>- Have the SB ramp before Bee Caves is moving north<br>- I can't wait to see public transit in the express lanes |
| **5/3/2026** | Idahlia Murray | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Idahlia Murray |
| **3/19/2026** | Ignacio Galarza | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/1/2026** | Ilene Mcgarrigle | Please reconsider this expansion. Quality of life, the environment, water quality and animal species will all be adversely affected. This city is losing everything that made people want to come here to live. |
| **5/3/2026** | Ilene York | Please don’t do this. |
| **5/3/2026** | Iliana Medrano | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Iliana Medrano |

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| **4/25/2026** | Ilicia Stenbak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Imani Thomas | Hi, my name is Imani Thomas. I'm a student at Austin Community College and here is mycomment. I am urging our representatives, any stakeholders involved in this developmentto put citizens and our environment's well-being first and do a full environmental impact statement.The current environmental assessment is the lowest level of federal review. As someonewho is majoring in civil engineering, I am not anti-urbanization. What I advocate foras smart and legal urbanization.This is not that.The state of Texas is already facing a water scarcity issue.Oh gosh, come on.I'm going to start over.I am going to actually start over.And now here will be my comment officially.I'm calling to urge representatives and stakeholdersinvolved in the MOPAC South expansionto prioritize public health and environmental protectionby requiring a full environmental impact statement.The current environmental assessmentis the lowest level of federal review.And given the scale and location of this projectover the Edwards-Ockleford recharge zone,this level of analysis appears insufficient.As a civil engineering student, Iwant to emphasize that I am not opposed to urban development.I support smart, lawful, and sustainable infrastructure.However, this project raises serious concerns.Texas is already facing growing water challenges, and large portions of the state experiencerecurring drought conditions, and water demand is projected to increase significantly asthe population industrial use expands.In fact, the Texas Water Development Board projects that water demand could increaseby approximately 9 to 17 percent by 2070, while existing supplies may decline withoutnew strategies.In some regions, utilities are already exploring lower quality sources like brackish waterto meet demand.Cities like Corpus Christi are already facing near-emergency water shortages, affectinghundreds of thousands of residents, and regions across South Texas have reservoirs below 25%capacity.Even in central Texas, the Edwards Aquifer has seen historically low levels, showingthat water scarcity is not a future issue, it's already happening.Austin is unique because of its waterways and groundwater systems.Resources like the Edwards Aquifer, which supplies drinking water to over 2 millionpeople in Barton Creek, which feeds Barton Springs,are not easily replaceable.The aquifer is part of a highly sensitive car system,meaning contaminants can move through it rapidlywith minimal natural filtration.The project area also supports endangered species,including the Barton Springs salamanderand the Austin blind salamander, both of whichdepend on clean and stable water conditions.The salamander could become the mascot of Austin,but instead we neglected it.Additionally, research has shown consistentlythat highway extensions often lead to induced demand where increased capacity results inmore traffic over time rather than lasting congestion relief.This raises questions about whether the long-term benefits justify the environmental risk.The environmental assessment concludes there would be no significant impact, yet this determinationis based on a 200-plus page document with limited public review period.A project of this scale, environmental sensitivity, warrants deeper analysis and more accessiblepublic engagement.I respectfully urge you to require a full environmental impact statement, extend thepublic comment period, and ensure a transparent and thorough |

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| | | review process that reflectsthe importance of protecting Austin's water resources.We should be leading the charge within Texas moving towards sustainability, renewables,and protecting our land.Thank you so much. |
| **4/20/2026** | Imhotep Nixon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Imogen Norton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Ina Ashcraft | Dear CTRMA Board Members,<br><br>This expansion CANNOT happen. I live right in the heart of zilker, the springs are a humongous part of my childhood and life. This expansion will pollute our very valuable waters, our nature in zilker park, the critters who live here amongst us, and all of US ourselves. The pollution will affect commuters, affect the students at Austin High, and the tourists and locals who bask in Zilker parks beauty. This will harm us all, and it should not happen.<br><br>Sincerely,<br><br>Ina Ashcraft |

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| **4/22/2026** | Ina Ashcraft | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ina Ashcraft |

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| **4/22/2026** | Ina Ashcraft | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ina Ashcraft |
| **4/22/2026** | Ina Ashcraft | This mopac expansion cannot be allowed. the pollution will affect commuters, the students at austin high, our valuable waters from edward's aquifer. traffic won't even get better!!! |
| **3/17/2026** | India Shackelford | WE DEMAND A FULL ENVIRONMENTAL IMPACT STATEMENT! |

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| **3/30/2026** | Ines Walker | Dear CTRMA Board Members,<br><br>The MoPac South expansion would have serious environmental consequences, both to humans and wildlife, that have not been addressed and require a comprehensive review, including a full Environmental Impact Statement due to the serious threat it potentially poses to endangered species.<br><br>In addition, it is patently clear that simply adding more lanes does not reduce traffic, whereas other methods that have already been tested and proven, including but not limited to public transit and HOV lanes, would reduce both traffic and pollution.<br><br>I strongly oppose the current plan and I implore you to implement a lower-impact solution that would focus on making Austin better for the humans, animals, and plants who live here, instead of making it better for cars and worse for everything else.<br><br>Hoping you make the right choice<br><br>Innes Walker |

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| **4/26/2026** | Ingrid Gonzalez Featherston | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ingrid Gonzalez Featherston |

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| **4/24/2026** | Irene Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Irene Pickhardt | Please do not move forward with this project which will bring additional traffic to MoPac and surrounding neighborhoods. Pollution of Barton Springs is a significant risk as well as risk to the flow and water levels.<br>Thank you,<br>Irene Pickhardt<br><br>Sent from my iPhone |

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| **4/22/2026** | Irene Pickhardt | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Irene Pickhardt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Iris Guzman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Iris Guzman |

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| **4/23/2026** | Irma Hernandez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/21/2026** | Isaac Golf | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/21/2026** | Isaac Martin | I DO NOT want a wider highway. Expanding highways is an ineffectual, actively counterproductive measure. It will not improve traffic, it will not make anything safer, it will actively make Austin worse. I DO want Continuous pedestrian-bicycle paths along the project's length. This will do far more to improve traffic and transportation issues in the areas served by MOPAC than expansion. I WOULD SUPPORT converting an existing highway lane to a HOV/transit lane, Please invest in transit, walking, and biking—do not double down on highway expansion, it does worse than nothing. |
| **4/27/2026** | Isabel | I have lived in Austin for 12 years now and love the parks and Barton Springs. I chose to come to UT specifically because I loved the way the city preserves and respects their green spaces and how integrated they are in the urban landscape. Our water and green spaces are so important to our mental health and without them, Austin wouldn't be the same. They set Austin apart from so many growing cities. I strongly oppose the expansion of Mopac over Edwards Aquifer. I urge you to complete a full Environmental Impact Statement. |
| **5/3/2026** | Isabel Chavira | DO NOT BUILD THIS THING. do NOT ever do anything that could ever even potentially jeapardize Barton Springs. |

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| **4/5/2026** | Isabel Elizondo | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Isabel Elizondo |

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| **4/21/2026** | Isabel Glatthorn | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Isabel Glatthorn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Isabel Keogh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Isabel Lemus | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Isabel Lemus |
| **5/3/2026** | isabel partida | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, isabel partida |

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| **4/22/2026** | Isabel Tenney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Isabel Webb Carey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Isabela Johnston | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Isabela Johnston |

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| **5/3/2026** | Isabela Mendez | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Isabela Mendez |
| **4/21/2026** | Isabella Cambra | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Isabella Connell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Isabella Cruz | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Isabella Cruz |

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| **5/3/2026** | Isabella Cruz | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Isabella Cruz |

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| **4/27/2026** | Isabella Curtis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Isabella Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Isabella L. | I do not support the South Mopac lane expansion, nor do I believe the environmental assessment done by CTRMA is accurate in its findings which state that the proposed lane expansion will have no environmental impact on Barton Springs or Edward’s Aquifer. Barton Springs is a beloved natural feature of Austin and has been for many decades. This proposal should be included in Austin’s next local election as a votable proposition. |

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| **5/3/2026** | Isabella Matamoros | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Isabella Matamoros |
| **4/27/2026** | Isabella Tapia | Please 🥵🥵 |
| **5/3/2026** | Isabella Townsel | There are other, more affordable, more efficient, and less harmful ways to reduce traffic in Austin. I do not stand for the construction and expansion of mopac or any other major highway in Austin. |

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| **4/21/2026** | Isabella Zermeno | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Isabelle Durr | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Isabelle Durr | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/16/2026** | Isabelle Feliciano | MoPac does NOT need to be widened. Protecting the natural areas surrounding Barton Creek is important to Austin's ecosystem. A highway could disrupt that ecosystem forever |
| **4/2/2026** | Isabelle Feliciano | Oppose the expansion!!! |
| **4/30/2026** | Isabelle Hoopaugh | I am distraught. You will not build over our natural resources. Do you understand what natural resources are? We simply are smarter than to believe your "research". I grew up in Austin and have watched so many things be taken away. But you will NOT take this away to expand a - highway. ESPECIALLY MOPAC. Go - up I-35 if you really want to pour some more concrete and asphalt on the city. Do NOT touch our beautiful park and aquifer. Think about more than just money. |
| **4/20/2026** | Isabelle Matz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Isabelle Staal | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Isabelle Staal |
| **5/1/2026** | Isabelle Sundquist | I, as well as many peers I have discussed this with, are opposed to this expansion project. Expanding MoPac will disrupt not only the natural ecosystem that makes Austin unique, it will disrupt thousands of Austinites lives. Proceeding with such a project will only degrade the city and the quality of life for its residents. |

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| **4/29/2026** | Isaiah Regalado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Iseyra | N/A |

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| **5/3/2026** | Iseyra Segura | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Iseyra Segura |

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| **4/3/2026** | Ishrat Kundawala | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. I moved here in 1998 and Barton Springs is an important reason why I have stayed in Austin. There is no other place like our beloved greenbelt and springs. We must protect it.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ishrat Kundawala |

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| **5/3/2026** | Ishrat Kundawala | Dear CTRMA Board Members, I am a decades long Austin resident writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. This is the place we call the soul of the city for a reason- it cannot be expressed how often its waters have saved us from summer heat waves, how many out of town visitors marvel at its existence and protection, how many residents and tourists enjoy its unique beauy. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. It's not a conclusion anyone with a base level understanding of environmental intersectionality can grasp. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Endangered species are more important than any traffic concerns. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most |

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| | | biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Ish Kundawala |

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| **4/20/2026** | Ismael De Leon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Ismael Guzman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Ivette Villalba | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Ivette Villalba |

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| **4/23/2026** | Ivey Caraway | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Ivey Kaiser | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/23/2026** | Ivey Kaiser | To whom it may concern,  I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource.  This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation.  Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/3/2026** | Ivy Firouzi | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, I don’t want more construction for the next 15 years & closing down all the trails - that’s a huge reason why I live here! The nature needs to be protected and seems like we need to figure out a better construction solution. I’m opposed to this expansion Ivy Firouzi |

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| **5/3/2026** | IVY PHAM | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, IVY PHAM |

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| **5/1/2026** | Ixel Aguilar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | izabel cortinaa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Izabel Seitz | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Izabel Seitz |

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| **4/26/2026** | Izabella Milton | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Izabella Milton |
| **5/3/2026** | Izabella Milton | Please do not build a highway over the aquifer!! |

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| **4/26/2026** | izadia buyce | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Izzy Spencer | I absolutely love the natural environments of Austin and it is what has drawn me to this city. This project would impact the places that make Austin, Austin! |
| **4/27/2026** | j muzacz | Please don’t develop anywhere remotely near to the springs or aquifer. Thank you for listening. |
| **3/28/2026** | J Perkins | Hello,<br><br>My comments after seeing the presentation at Bowie:<br><br>- I am against toll lanes. The low percentage of drivers who actually use them does not reduce the amount of non-tolled traffic enough to improve general traffic congestion. The toll lanes on North Mopac are a perfect example of this. We went through years of construction supposed to make mopac better and yet we still sit in the same (actually worse) traffic than we did before. Unless we're willing to pay over $6 one way when it's really bad.<br><br>-Please please please re-stripe the lanes now. Don't wait for this project which could take 10+ years. It's such a bottleneck southbound at William Cannon and there is room for another lane at least until Davis Lane. Also, at northbound Wm. Cannon, why does the right lane need to exit, only to have another lane restart immediately after? These small changes could make a big difference.<br><br>Thank you.<br>J Perkins |

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| **4/21/2026** | J Plummer | Dear CTRMA Officials and Stakeholders,<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.)<br><br>Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or |

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| | | transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>EGA also requests two Non-Required Mitigations:<br><br>Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making.<br><br>EGA is a strategic partner in this process. We will advocate within current political realities while holding firm on the protections Austin deserves. EGA urges CTRMA to include all recommended mitigations, thereby demonstrating that superior infrastructure and environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>Evergreen Austin Board Member |

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| **4/29/2026** | J.R. Ellis | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/22/2026** | Jace Kilmer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jace Kilmer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jacey Zuniga | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jacey Zuniga |
| **5/3/2026** | Jacinta Brondgeest | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jacinta Brondgeest |
| **3/20/2026** | Jack | Widening highways is demonstrably ineffective. Anyone who thinks widening a highway will reduce traffic congestion is a complete moron. If you want to reduce traffic congestion, invest in transit and safe bike infrastructure. This is what works. Please, for the sake of our city, do not make stupid policy decisions based on vibes. |
| **4/17/2026** | Jack | How the hell are we still using highway expansion as a “solution” to congestion? Do you know of a single example of a highway expansion project reducing traffic congestion anywhere in the world? This was the same reasoning we got for adding the first “express” lane on Mopac years ago and that only made congestion worse, as anyone with a basic understanding of induced demand could’ve predicted. Why don’t you come up with a real solution that doesn’t involve wasting billions of dollars, poisoning the air, and trapping millions of people in a deadly, car dependent hellscape. If all you can come up with is “one more lane” please do our city a favor and resign because you have no idea what you’re doing. |
| **5/3/2026** | Jack Dena | Hi, my name is Jack Dena. I'm a resident of Austin. I've lived here for four years andI just wanted to say that there'sLots of roads in Austin lots of highways, but there is only one Barton Springsthere's only one Edwards aquifer and it was here before wenever existed and it will probably be here after Austin exists, butBut we should do everything that we can to make sure that's the case and ensure it'ssomething that's a protected natural resource and is really, I think, an important partof this community and what makes Austin Austin.So let's just make sure we're being very careful about the potential environmental impactsof this expansion project and whether that's just doing the full environmental impact studyOr even going further than that to ensure that this is a project that is gonnaBe overall a positive thing for Austin not just a positive thing for the flow of traffic for some folks. SoThat's it. Thanks. Bye |

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| **4/22/2026** | Jack Haley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Jack Haley | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Jack Haley |

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| **4/27/2026** | Jack Meyers | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. I live, work, and recreate in the Austin area Edwards Aquifer Recharge Zone and this expansion would negatively impact all aspects of life in and around Austin.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement. I would much rather money be spent on our public transportation services such as buses and trains to make our beautiful city a more enjoyable and walkable area<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jack Meyers |

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| **5/3/2026** | jack strub | Dear CTRMA Board Members, CTRMA, Expanding our highways is an atrocious way to improve our city. Austinites come to this city for the blend of urban and natural escapes. Destroying the beauty of the nature in this city is soulless and diabolical. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Jack Strüb |
| **3/19/2026** | Jack Subtle Kemp | This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. Adding more lanes will not fix the problem, and you know it. |
| **5/3/2026** | Jack White | Barton Springs is unlike anywhere else in America - it makes Austin a unique, special place and provides a space for the community to connect with our city's vibrant nature in the heart of town. You know what DOESN'T make our city special? MoPac, and the terrible traffic that came with Kirk Watson's failure to properly see Austin's growth coming in the late 90's/early 00's. We can't "just one more lane" our way into a better highway, and approaching such an expansion without any regard for the impact on our waterways is putting Barton and our city's most sacred spaces at risk. Don't be stupid and inconsiderate for once! |
| **4/27/2026** | Jackie | Do not do an expansion of mopac without a proper environmental study of the impact on the spring water. |

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| **5/3/2026** | Jackie Reyes | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Jackie Reyes |

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| **5/3/2026** | Jackie Rodriguez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jackie Rodriguez |

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| **4/20/2026** | Jackie Sharp | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jackson Benavidez | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jackson Benavidez |
| **3/28/2026** | Jackson Busenbark | Please add a 12’ shared use trail from the Meridian subdivision to Escarpmet Blvd. Thanks! |
| **3/19/2026** | Jackson Hotaling | Please do not expand MoPac! We need to invest in transit (rail, buses, etc.), and also rail for freight. NOT expanded highways. |
| **3/30/2026** | Jackson Hurst | I approve and support TxDOT's/CTRMA's MoPac South Environmental Study Project. I have reviewed the Draft Environmental Assessment for TDOT's/CTRMA's MoPac South Environmental Study Project and I approve and support the findings and recommendations in the Document. The alternative that I support for TxDOT's/CTRMA's MoPac South Environmental Study is Build Alternative 2C: Two Express Lanes with elevated ramps near Barton Skyway because this alternative has the least amount of environmental impacts while reducing travel times and improving safety on the MoPac Expressway/TX-1 from Slaughter Lane to Cesar Chavez Street/Lake Austin Boulevard. |

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| **4/21/2026** | Jackson Parker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jaclyn Hebbe | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br>Thank You for listening to your neighbors, Jaclyn Hebbe |

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| **4/27/2026** | Jacob Allen | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Jacob Allen |
| **4/6/2026** | Jacob Barrett | I oppose the Mopac South toll project and it should not move forward in any capacity. The existing facility could be improved without adding travel lanes with improved transportation services such as frequent commuter bus service and reallocating the interior lane to provide reliable travel times which would induce transit demand, and improved bike and pedestrian connectivity along the corridor. The project cost and environmental impacts are not worth the travel time savings for single occupant vehicles. |

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| **4/23/2026** | Jacob Graybill | Dear CTRMA Board Members,<br><br>The proposed mopac south expansion has raised some serious concerns that I feel need to be addressed before any possible construction takes place. My three concerns are 1. The payoff of the project, 2. The environmental impacts, 3. The financial and social costs on our city.<br><br>First of all, is there any concrete evidence or case studies that you can provide to show that adding these additional lanes will have any positive affect on traffic times for daily commuters? Highway construction projects such as interstate 35, interstate 183, and the 23 lane highways of Houston show that adding additional lanes induces traffic demand and puts more cars on the road, actually lengthening the daily commutes of drivers. So what assurances can you give, and specific points can you provide to show that this will not happen for more added lanes on Mopac South.<br><br>Secondly, this project is directly over a federally protected watershed, and your organization has done no work to assure Austinites that this construction will not damage endangered species such as the Texas Blind Salamander and Barton Springs Salamander. Do you have any case studies to show that this construction project will not damage federally protected species in this area? Do you have any case studies or environmental surveys to show that this project will not negatively affect water quality? Can you guarantee that increased emissions from this project I will not give negative health impacts to pedestrians in the surrounding area? Can you please do an environmental impact assessment to assure any of my concerns?<br><br>Finally, can you give an accurate estimate on how long this project will take to fully complete? How many phases will this go through? How much money and from what taxes is this project being pulled from? Additionally, how will added toll lanes better the commute for any Austinite? Toll lanes fill up just as quickly as the rest of the highway, and best case scenario, this might lessen traffic by 2 minutes from Slaughter to Enfield. How will this better the daily lives of Austin commuters.<br><br>Thank you, and I am eager to hear your response to my concerns.<br><br>Respectfully, |

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| **4/21/2026** | Jacob Grub | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Jacob Grubb | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jacob Harrell | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jacob Harrell |

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| **4/27/2026** | Jacob Morgan | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>I live in South Austin, and I am around Barton Springs every week. It is a place of solace and comfort for me, but it's less about my own interests than it is the animal and plant life that will be affected.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment |

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| | | of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | For the love of water in Central Texas,<br><br>Jacob Morgan |

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| **4/22/2026** | Jacob Munoz | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jacob Munoz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jacob Nelson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jacob Nelson |

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| **5/3/2026** | Jacob Rubenstein | My name is Jacob, and as an Austin resident, I am writing to express my opposition to the MoPac South project in its current form. I strongly encourage CTRMA to complete a full Environmental Impact Statement before moving forward. Given the scope and expected timeline of this project, the existing Environmental Assessment does not adequately address the potential consequences. I have several key concerns: The planned construction cuts through the Edwards Aquifer recharge zone, posing a serious threat to Barton Springs and the region's water supply due to prolonged runoff and drilling activity. CTRMA's own findings indicate that eight endangered species — including the Barton Springs salamander — could be impacted. The project would also result in temporary closures of important public spaces such as parts of Zilker Park, the Butler Hike and Bike Trail, the Barton Creek Greenbelt, and the MoPac pedestrian bridge over Lady Bird Lake — all of which are heavily used by the community. Additionally, dynamic toll rates exceeding $18 per trip would create an unfair, two-tier transportation system that places a heavier burden on lower-income commuters. Lastly, increasing highway capacity has consistently been shown to lead to induced demand, drawing more drivers over time and ultimately bringing congestion levels back to where they started. A project of this magnitude warrants a more transparent and thorough evaluation of its long-term traffic effects. I stand with the unanimous resolutions passed by both the Austin City Council and the Travis County Commissioners Court calling for a more comprehensive review. I urge CTRMA to respect those decisions and complete a full Environmental Impact Statement before proceeding. |
| **3/19/2026** | Jacob Sheridan Estrada | Opposition: I do not support the proposed expansion of MoPac. Doubling down on highway infrastructure is a short-sighted approach that fails to address our modern transportation needs and actively works against our city's environmental goals. We need a MoPac that serves people, not just more vehicles. Recommendations: Safe Connectivity: I request the inclusion of a seamless, protected trail system for cyclists and pedestrians along the length of the project. Smarter Lanes: We should maximize our current footprint by designating existing lanes for carpools and buses. Multimodal Vision: I want to see CTRMA investments focused on transit-oriented TRAINS: You know like the the modern world uses. |
| **5/3/2026** | Jacob Smigel | Dear CTRMA Board Members, I live in Oak Hill and just experienced 4 years of highway expansion here. It IS faster... or perhaps will be faster to get downtown... but it was not worth the cost to the environment. I worry that the same mistake is going to be made with the MoPac South Expansion. It is far too sensitive an area to endure such chaos. Please listen to the people of Austin and explore other options that can be achieved without a major expansion of this scale. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jacob Smigel |

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| **4/26/2026** | Jacob Thompson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Jacob Thornton | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Jacob Thornton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Jacob Vreeland | Expanding Mopac is a ridiculous and ineffective idea. It's been proven time and time again that widening roads will worsen traffic, not fix it. Why are we even considering investing and wasting years of resources on something that will worsen our city instead of investing in public transit? |
| **4/21/2026** | Jacob Wheatley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jacobi Alvarez | Dear CTRMA Board Members,  I do not support construction to expand mopac. It makes no sense to add lanes there. The traffic will be so bad during construction for years, all for what, just a short reduction in commute time and major economic destruction.<br /><br />  That area is special. Barton Springs needs to be protected, but expanding mopac would pollute it. Endangered salamanders, fragile karst aquifers, much more important than more lanes that wont do any good.  I live right in this neighborhood, and I dont want to put the fragile environment at risk.  You know what else? I dont trust yall, you need to put our "public" comments public.  Respectfully,  Jacobi Alvarez |

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| **5/3/2026** | Jacqueline Ardeno | My name is Jacqueline Ardeno and I am a citizen of Austin, Texas, a concerned citizen.I want to call to request a full environmental impact statement on the expansion of the MopacBridge that is going to devastate the environment, the endangered species, and our quality oflife and the recharge station for the aquifer.I've been coming to this space for, since 2008, almost every day.This is a place of healing.This place is sacred.This place is filled with nature that depend on this clean water.And this expansion is going to devastate this very fragile environment.Please conduct a full environmental impact statement. |
| **4/23/2026** | Jacqueline Burniske | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jacqueline Burniske |

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| **5/3/2026** | Jacqueline E Rambo | Hi, I would like this statement to be included in the public record:<br><br>We all know that population growth is inevitable, which means infrastructure must expand accordingly; however, we can certainly choose the areas best suited for this expansion. As a geologist, my mind is often focused on Earth's natural infrastructure and how humans fit within those existing constructs. My favorite example is I-35.<br><br>Due to the faulting that created the Balcones Escarpment, a plethora of natural springs emerged along the fault zone, allowing fresh groundwater to provide an oasis for fauna and flora alike. For early humans traveling from South to North Texas, these springs were critical stopping points. Thanks to the region's geology, a low-lying pathway naturally connected them. As a result, I-35 follows this ancient route, providing a fast and—geologically speaking—minimally invasive means of transportation. There is something fascinating about generations of Texans using the same paths to accomplish the same mission.<br><br>In contrast, the original MoPac project did not build upon existing paths. Instead, it sought to cut across geologic features that were never meant to be sliced through, failing to follow any natural path of least resistance. Unsurprisingly, this proposed project has been met with significant public resistance—much more than the I-35 expansion. It has also encountered geologic resistance, as engineers must accommodate uneven terrain, which undoubtedly increases construction costs. Connection is at the core of the human experience, but the affected public should have a say in where those connections are made and where they are best suited.<br><br>- Geobridge |
| **5/3/2026** | Jacqueline Guzman | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jacqueline Guzman |

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| **4/18/2026** | Jacqueline May | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jacqueline May |

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| **4/21/2026** | Jacqueline Steibly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/19/2026** | Jacquelyn Ardeneaux | Dear CTRMA Board Members,<br><br>I strongly oppose the proposed MoPac expansion due to the risk it poses to the Edwards Aquifer and Austin's springs.<br><br>These waters are essential to our ecosystem, our drinking supply, and the identity of this city. Building over a sensitive recharge zone without a full Environmental Impact Statement puts them at unnecessary and irreversible risk.<br><br>There are smarter ways to address traffic that do not endanger our water, including public transit and targeted infrastructure improvements.<br><br>Protecting the springs is protecting Austin's future. I urge you to pause this project, complete a full Environmental Impact Statement, and choose solutions that safeguard our water and community.<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. |

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| | | *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Jacquelyn Ardeneaux |
| **5/3/2026** | Jacquelyn Butzen | I would like to leave a comment that I DO NOT want more highways built through Austin specifically the expansion project of MOPAC that would impact Zilker Park and Barton Springs. Not only would you be taking away the draw and appeal of this city, but you'd be disrupting what's left of the ecosystem that aids in cooking this already scorching hot state. Yall already ruined Rainey street with your skyscrapers, please quit while Austin still has some charm and sparkle left. |
| **3/19/2026** | Jacquelyn Fisk | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/21/2026** | Jacquelyn Ochoa | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Jacquelyn Wright | I ask for a fulll Environmental Impact Statement and a less harmful alternative to the current plan |

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| **5/2/2026** | Jacqui Schraad | I'm writing to express my strong opposition to the proposed Mopac South expansion. Proceeding with this project will cause irreversible damage to the natural treasures of our city and endanger wildlife. In every major planning document over many decades, preserving the natural beauty of our city has been a top priority of community input. We can't give just lip service to this value, sometimes it takes hard decisions and creative solutions to ensure our natural resources are guarded. Let's try harder, not simply proceed with the first instinct to build more lanes for traffic. I urge City leadership to undertake a Environmental ental impact statement immediately.<br><br>Regards,<br><br>Jacqui Schraad<br><br>Please XQs typos, sent from my mobile. |

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| **5/3/2026** | Jada Looney | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. 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Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jada Looney |

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| **4/18/2026** | jade robertson | Dear CTRMA Board Members,<br><br>Please, please don't do this project. AT this time in human history, we need to protect our green spaces, our trees, our nature, and the health of our younger generations that would be impacted by years of construction.<br><br>With so much of our nature being threatened in the current government, we need to protect what we can.<br><br>we have ENDANGERED SPECIES and very sensitive environmental treasures that are unique TO THE WORLD, that this project would damage, pave over, and fill with cement. plus<br><br>THERE ARE SO MANY PEOPLE THAT RELY ON THE AQUIFER FOR THEIR DRINKING WATER, which this project would threaten. Plus, it would create so much pollution and run off that would flow into our nature, rivers and springs.<br><br>LET'S BE SMARTER! WE DO NOT NEED THIS! We need to protect LIFE on this planet right now, not add more pavement!<br><br>plus, adding lanes does not actually reduce traffic, it makes it worse! There is evidence and research that backs this up. Look at what happened in Houston!<br><br>Sincerely,<br><br>jade robertson |

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| **4/18/2026** | jade robertson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>jade robertson |

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| **5/3/2026** | Jade Stoffey | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jade Stoffey |
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| **4/29/2026** | Jaden Landes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jager Montoya | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jager Montoya |
| **4/20/2026** | Jaima Russell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>Thank you for your time and consideration. |

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| **4/23/2026** | Jaime Dexter | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Jaime Dexter |

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| **4/23/2026** | Jaime Moreno | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jaime Moreno |

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| **4/28/2026** | Jake Cumbie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jake Cuva | This is a bad idea |
| **4/20/2026** | Jake Moore | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Jake Olson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Jakin Cordova | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I've been very disappointed by Mopac north's expansion, and the climate sensitive aquifer recharge zone of Mopac south would be even worse for our city's health. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/21/2026** | Jakin Cordova | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Jakin Cordova | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Jakob Mears | We need to protect our aquifers. They are most important water source and it cannot be disrupted more the it is. |

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| **4/12/2026** | Jakob Tawney | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jakob Tawney |

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| **5/3/2026** | Jalen Davis | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jalen Davis |

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| **4/10/2026** | Jalene Novotny | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jalene Novotny |
| **5/3/2026** | James | Just do it.  Skip all the environmental red tape possible.  Ignore the NIMBYs.  Austin needs this. |

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| **4/20/2026** | James Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | James Claros | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | James Crowther | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encourage<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | James Dean | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Also go suck on a ghost pepper! |
| **4/3/2026** | James Doehring | I live in South Austin and commute on MoPac south to work. I support the No-Build Alternative. Protecting the environment of Barton Springs and preserving the green space that exists along MoPac South is very important. And public transit is the actual solution for traffic, not more lanes. Your study even points out: all that work to just save 4-5 mins in the general lanes? Not Worth It. |
| **4/23/2026** | JAMES Duane Rummer | Please conduct a full EIS. The current plan states there is no impact to the environment. This cannot be true. There will be noise, air issues, runoff of chemicals into Barton Creek Greenbelt, and destruction of acerage in the greenbelt. We don't support this project. |

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| **5/3/2026** | James Dyer | I live at - and regularly use the MoPac South corridor for commuting and recreation. This area is directly connected to the Barton Creek watershed, the Barton Springs recharge zone, and nearby Greenbelt trails that are vital to our community's environmental health and quality of life. Any expansion of MoPac South raises serious concerns about increased runoff, water pollution, and long-term impacts to Barton Springs and endangered species that depend on this ecosystem. These are not abstract concerns. This affects our drinking water, our recreation spaces, and the natural identity of Austin. In addition, increased highway capacity often leads to induced demand, resulting in more traffic over time rather than long-term relief. This means more congestion, more emissions, and more strain on nearby neighborhoods like mine. I strongly urge a full, transparent Environmental Impact Statement (EIS) before any decisions are made. The community deserves a thorough, science based evaluation of environmental, traffic, and public health impacts, not a limited review. Protecting Austin's water, green spaces, and community health must be prioritized over short term infrastructure expansion. |
| **5/3/2026** | James Dyer | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life Sincerely, James Dyer |

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| **4/29/2026** | James Dyess | Dear CTRMA Board-<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **3/25/2026** | James Felan | Construct a turnaround bridge on Barton Skyway to allow southbound traffic to access northbound lanes. While the current ADT demand may be low, the alternative requires vehicles to pass through two signalized intersections to turn around, resulting in inefficiencies and potential congestion. A similar condition existed at St. Johns and IH 35, where ADT for the turnaround movement was also low; however, a turnaround bridge was still constructed to maintain network functionality and avoid neglecting the area. Providing a turnaround at Barton Skyway serves as low-cost insurance, ensuring operational flexibility in the event of accidents or increased traffic demand associated with Barton Creek Mall. |
| **4/27/2026** | James Grumbles | Barton Springs is the blood life of Austin, nothing and I mean nothing can be done to ruin that. Make a better plan. |
| **5/3/2026** | James Hafner | I am one of the people who would benefit from a shorter commute, but I am vehemently opposed to this project. Toll roads create inequality on the roads that we all pay for. In addition, the noise and the environmental destruction are not worth the few minutes of time saved on a commute. I hope this project does not move forward. |

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| **5/3/2026** | James Hull | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, James Hull |

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| **5/3/2026** | James Jones | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | James Koji Bamba | I very much think this is a terrible idea.  We don't need it. |
| **5/3/2026** | James Limes | Hello. My name is James Limes. I am a 19 going on 20 year resident of Austin, and I categoricallyam against the expansion of MOPAC. And before any expansion happens, there should be andbe a complete thorough scientific environmental impact survey by outside organizations.This is going to impact Barton Springs.I have raised both of my daughters in the sacred waters of this city and we live ina drought-ridden state.It is incumbent upon us to care for the sacred waters that keep us alive, literally.And it is incumbent upon us to take care of the animals that live here and thrive andsurvive in these waters.Please do not do this and do not do it without a complete environmental review.My organization is myself and my family and the trees and the plants and the waters ofthis beautiful city.Thank you. |
| **4/29/2026** | James Mallory | I oppose the MoPac South expansion. Adding lanes will not solve anything. Please consider actual solutions that will improve our city such as: - Improved light rail - Improved regional rail |

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| **3/18/2026** | James McClain | Dear CTRMA Board Members,<br><br>I am a resident of South Austin, and I strongly oppose the Mopac South expansion and look into other means of achieving these same goals with a full Environmental Impact Statement. Austin has a very unique ecosystem and an even more unique aquifer and cave system; it also has a unique culture that is unlike other big(ger) cities in Texas. While many cities in Texas will increase lanes indefinitely, destroying the natural beauty of the landscape and with no long-term benefit. I moved to Austin specifically because of all the greenery and beauty around. Near Convict Hill road you can see the results of poor urban planning: multiple long-term construction with roads that simply make no sense at a cost of the beauty of the surrounding area. More lanes now means more cars on the road, which means more lanes will be added in the future when traffic is inevitably congested.<br><br>Austin needs to think of a better way instead of the hamfisted idea of just increasing lanes. Right now we're in a climate crisis, and every new mile of road and car on the road adds to this crisis. I'll add from personal experience that Austin right now is one of those cities that is on the cusp of becoming unlivable due to the summer heat. I urge the committee to look into other options such as public transportation. I've ridden public transportation for the last year, and I can say that there is plenty of room for improvement that could be used to increased ridership. For one, there isn't really any reason to even use the public transportation; you use the same roads as everyone else and ride a bulkier bus that gets lower priority to cars when changing lanes. There needs to be a reason for people to want to take public transportation: an HOV lane and increased pedestrian and bike infrastructure could all help more people get out of their cars and help ease congestion.<br><br>The proposed work will add unnecessary pollution, affecting the beauty and historic feel of Austin that we all love. Rush-hour traffic will always exist; let it exist while the committee thinks of a better solution. Thank you for your time and consideration.<br><br>Respectfully,<br><br>James McClain |

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| **4/23/2026** | JAMES Rummer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | harm both of these AND our kids in the Austin School will have additional pollution in the air. This project is NOT NECESSARY, will take far too long, and will not help with the traffic congestion. The title on the project states Cesear Chavez to Slaughter Lane BUT the drawings I have seen is from Enfield to Slaughter Lane. This is misleading as are the numerous statements that there will be "No environmental Impact".<br><br>I'm a retired USAF Colonel with a BS in Civil Engineeribng and this project plan has many many inaccuracies and I susprect outright lies to get this project approved. Stop this nonsense!<br><br>For the love of water in Central Texas,<br><br>JAMES Rummer |

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| **4/27/2026** | JAMES Rummer | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>JAMES Rummer |

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| **4/21/2026** | James Sayers | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | James Shuler | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, James Shuler |
| **4/20/2026** | James Talbot | CTRMA needs to prepare a full-scale Environmental Impact Statement for MoPac South before it proceeds any further and not ignore or downplays the effects that the MoPac South expansion will have on air and water quality, noise and light pollution, parks, endangered species, and neighboring communities. I am against this expansion. |

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| **4/25/2026** | James Wissinger | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **5/3/2026** | jamie | Nature conservation is a HUGE part of what makes Austin so iconic!! Protect our watersheds!!!! Protect the springs! PROTECT AUSTIN |
| **5/3/2026** | Jamie harvey | Please do not proceed with a project that impacts this iconic Austin staple- Barton Springs and all surrounding area. People will not come to this city for a roadway but they will come and visit the infamous Barton Springs. Save the Springs please! |

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| **5/3/2026** | Jamie Johannsen | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jamie Johannsen |
| **5/3/2026** | Jamie Lay | There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion. |
| **5/3/2026** | Jamie Rigdon | Please do not expand Mopac near Barton Springs! As a resident of Austin for 44 years, I'm more than fine waiting in traffic to protect what makes Austin so special!! |
| **4/20/2026** | Jamie Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jamie stafford | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jamie stafford |
| **5/3/2026** | Jan M Milstead | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jan M Milstead |

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| **3/17/2026** | Jan Milstead | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Jan Milstead |
| **3/28/2026** | Jana Ryan | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/29/2026** | Janae Hoekstra | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | janaina colomba | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, janaina colomba |
| **5/3/2026** | janaina colomba | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, janaina colomba |
| **3/28/2026** | Jane Ferris | We bike the new trail daily from Carpenter Lane but need to stop where the trail runs out. Our children and grandchildren live in Meridian and completion of this trail will allow us to bike to them. We are very much looking forward to this new trail extension. Thank you , Jane Ferris |

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| **5/3/2026** | Jane Hallowell | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jane Hallowell |
| **4/27/2026** | Jane Kurzawa Cravey | No expansion without a complete environmental impact statement.<br><br>The benefits of additional lanes are not worth the additional pollution (physical, noise, air) that the project would create.<br><br>I am a regular user of this section of Mopac and building additional lanes will NOT help with traffic flow in the long run. If you build more lanes, it just means more cars will fill the lanes/.<br><br>Jane Kurzawa Cravey |
| **5/1/2026** | Jane Louis | I do not support the plans for refashioning Mopac from Enfield to the south. The disruption of what is now a beautiful green and waterscape with high wire traffic lanes would be egregious. The minimal impact on auto traffic times does not warrant such disruption of our walking trails and park land. |
| **5/1/2026** | Janelle Borucki | I support a full EIS on this project as it would severely affect the environment, community and recreation areas. The reason people visit is exactly for spaces like Lady Bird Lake and surrounding areas. If you build more those places lose their charm and interest. Please consider what you'd be losing more than gaining, for the humans and for the wildlife. |

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| **3/30/2026** | Janet | This is Janet, I'm not affiliated with anybody except myself and I want to say that the idea of no change, no expansion in South Mopac is crazy. People are still going to drive there, they're still going to set in all of that traffic which makes all kinds of pollution from the cars sitting there.You've got air pollution and the things falling off of the cars while they're sitting, trying to get someplace. So that makes no sense at all. We need expansion down here.You give it to everybody else.You won't give us a bus that, well, buses don't work anyways.You don't give us anything. We don't get the commuter line.now you're trying not to give us a road because, oh,if there's no road, nobody will drive there. How does that? Oh, you've tried that all over town.You've taken away our roads. People are still driving on the roads. They're just driving slower or being frustratedand driving carelessly. We need the most lanes possible, the least amount of toll lanes.I've already done an environmental study to get what you have there, just building the same spotsthat you've already checked out. And get going on this instead of asking peoplethat don't drive down here and don't have skin in the gamewhat they think should happen. They shouldn't count. They don't have to put up with it. Thank you. |
| **4/26/2026** | Janet Allen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Janet cook | Do not expand I35.  Instead, put money into mass transit. |

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| **4/29/2026** | Janet Cook | Dear People:<br><br>* I OPPOSE expanding MoPac South.<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network.<br><br>* I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>I use mass transit - bus - and want more and better of such.<br><br>I want cleaner skies, like we had when COVID shut down a lot of commuting.<br><br>Please do the right things.<br><br>Janet Cook |
| **5/2/2026** | Janet Harvey | Better environmental studies need to be done before this is approved. You are risking our beautiful parks, our aquifer, Barton springs pool and the salamanders. Stop paving over what makes this city special and beautiful! |

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| **4/20/2026** | Janet Lee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Janet Leese | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Janet Leese |

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| **5/3/2026** | Janet Odom | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Janet Odom |

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| **5/3/2026** | Janett Guerrero | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. I will also like to add my own personal opinion, and we really gotta start focusing on what actually benefits citizens of Austin. <br />Adding lanes is just a lazy bandaid to a bigger problem: Austin is growing fast so we need to fund for more public transportation options, like expanding the train route, train more bus drivers, offer rentable bikes (not e-bikes as those are highly dangerous), add bike lanes in roads there aren't (which are many). <br />I know America values Oil over everything, but we Austinites want to minimize our carbon footprint, we want to enjoy our nature in its NATURAL state, we want to be |

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| | | able to go around town without even more construction CAUSING traffic, this project will only waste our tax dollars because it's not something we want. And as City of Austin Council, you people should be representing us, and protect our best interests. <br />And at the very least, VERY LEAST, you can do is conduct a full Environmental Impact Study. <br />Especially if you move forward with this project, Austinites NEED to know the full impact of this project. So we can act accordingly, by protesting if we must. For the love of water in Central Texas, Janett Guerrero |

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| **4/26/2026** | Janette Delgado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Janice Lee | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Janice Lee |
| **3/28/2026** | Janie Boersma | I support the planned shared-use paths along the South MoPac corridor and appreciate the investment in safe, connected infrastructure for pedestrians and cyclists. I strongly encourage TxDOT and CTRMA to include funding for the 1.2-mile shared-use path along Hwy 45 connecting Meridian to Escarpment Blvd. This connection would provide safe access for more than 3,000 residents to the regional trail system via Circle C and the future MoPac pathway near Slaughter Lane. Currently, many cyclists and pedestrians are forced to use the narrow shoulder of Hwy 45, creating significant safety concerns. This proposed connection would address that risk while enhancing connectivity across Southwest Austin. The Austin City Council (District 8) has already allocated $117,000 toward the design of this path, reflecting clear community need and support. Funding this segment would ensure that existing and planned infrastructure is fully connected and accessible. Thank you for your consideration. |

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| **4/22/2026** | Janie Goodspeed | CTRMA Board members,<br>It is unacceptable for the Central Texas Regional Mobility Authority (CTRMA) to continue disregarding the significant environmental and community impacts of widening and elevating portions of MoPac South through the neighborhoods of Austin, Rollingwood, and West Lake Hills. The porposed highway expansion directly over the Edward Aqufier Recharge Zone, threatens water quality and endangers the alread precarious survivial of four federally listed endangered species, including the Barton Springs and Austin Blind Salamanders. Furthermore, the expansion will exacerbate localized air quality concerns, near sensitve areas like Austin High School, where students and teachers will bear the brunt of increased air pollution.<br><br>Without a full Environmental Impact Statement (EIS), CTRMA is risking irreversible environmental harm, years of disruptive construction, and the permanet loss of endangered species; all for a project that may fail to deliver the minscule, promised traffic benefits. The Austin community rejects the proposed "finding of no significant impact" and demands that the CTRMA, as part of a full EIS, prioritize meaningful community engagement to develop modern, sustainable alternatives that address congestion without sacrificing environmental protections or public health.<br><br>Please listen to the community. I agree with all the above statements. I moved to Austin in 1981 and had intented to leave after 2 years. But when I saw the beauty of the town lake and Barton Springs, and I learne dhow high quality our water is, I stayed. I do not want to risk our aquifer safety, our water safety, our pllution potential if the project is done. I understand the project will be $ 1 billion and may only save communities 5 mins. In addition, I cannot afford tolls. I think Mopac is okay as is.<br><br>Also, CTRMA has said this project will have no significant environmental impact. How do you know? You didn't do a full EIS. And this project would drastically increase the number of cars traveling over the aquifer. Studies show that chemical pollution increases substantially, the higher number of cars that travel over the area. |

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| **5/3/2026** | Janis | May 3, 2026<br><br>Greetings,<br><br>I oppose the MoPac South expansion. Please focus on better solutions available, which should be considered more vigorously.<br><br>If it does go forward, this project deserves a full Environmental Impact Statement (EIS) before further action is taken. The EIS is the way transportation engineers present the project details to the public and receive public input before any contracts are let. This important step should not be bypassed or overlooked.<br><br>I support better planning and funding for Cap Metro and area / regional bus transit instead. It will not help to build more MoPac lanes and turn the existing roadway into a wider parking lot. There must be more lanes and ways to exit efficiently, or else the vehicles will still be stuck in the highway lanes.<br><br>The Austin area has long needed better ways for local drivers to enter and leave the city limits of Austin and reach their work or home destinations in Hays and Williamson counties. Bus traffic for 40 commuting passengers could take 40 vehicles off the road. Multiplying that by a greater number of buses shows an even bigger impact. Bus routes and schedules can be changed much more readily than rail options. What we need requires a big-picture look at strategic and flexible solutions other than creating more traffic lanes. |

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| | | Please reconsider this expansion of South MoPac, and work diligently to create more effective transit solutions. |

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| **5/3/2026** | janise alvarez | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  janise alvarez |
| **3/19/2026** | Janna Bentley | Please reconsider these plans, a wider mopac is not going to improve traffic flow and is a massive waste of money and valuable land that could be used to further public transit and create more housing. Studies time and time again show that widening highways only results in induced demand therefore creating even worse traffic at the exits. This funding should instead find a way to be reallocated to either public transit or to make the roads and highways safer. |
| **3/19/2026** | Jansen Derr | I don't want the additional construction and pollution coming from an expanded highway. We need to prefer other modes of transportation. |
| **5/3/2026** | Jared Driscoll | Hello, my name's Jared Driscoll.I'm calling about the proposed expansion of MOPAC in the Edwards Aquifer near Barton Springs.I think it's a terrible plan.It seems like there wasn't a real study done.There wasn't a full environmental impact study and it seems kind of crazy.I mean, this is a very sensitive area with a lot of endangered species, some very cool animals,some ringtails, axolotls, and you know, Bond Springs is kind of the heart of Austin onemay say, and this is kind of an essential recharge zone for the Green Belt, a lot of waterways,and a lot of the best natural spaces in our city. So, it's kind of deeply upsetting that they wouldto build a highway there that could potentially destroy one of the most beautiful things thatwe collectively have as Austinites. So I would appreciate if y 'all did not do any of thatAnd, you know, just prioritize nature, and prioritize life, and green spaces.Thank you, thank you. |

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| **5/3/2026** | Jared Driscoll | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Jared Driscoll |
| **5/3/2026** | Jared ritz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jared Rosenacker | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  <p data-start="2198" data-end="2385"><br />there has been plenty of construction, and by the time this proposed project would be done, there will be so many more people it will not change a thing. Efficient public transportation is better in the long run. Don't ruin the unique beauty of this area and the importance of the spring/aquifer. <br /><br />  <p data-start="2198" data-end="2385">let's find a way to get cars OFF the road!  Sincerely,  Jared Rosenacker |
| **5/3/2026** | Jared Sheets | No expansion! This is detrimental to our environment and quality of life |
| **4/20/2026** | Jared Shult | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>I understand we want to help<br>Mitigate traffic but we have to keep Austin Austin! |

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| **5/3/2026** | Jared Sisson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jared Sisson |
| **5/3/2026** | Jaselle Valdez | Why am I constantly having to submit comments or petitions asking people to not damage or cause environmental harm to this beautiful city? Expanding mopac is not necessary. It's common sense. |
| **4/24/2026** | Jaslyn Solis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jasmin Hallett | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jasmin Hallett |

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| **5/2/2026** | Jasmin Love | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jasmine Donoso | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jasmine Donoso |

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| **4/3/2026** | Jasmine Palmer | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jasmine Palmer |

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| **4/19/2026** | Jasmine Perez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Jasmine Romero | I don't have any ties to TxDot. |
| **5/3/2026** | Jasmine White | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jasmine White |
| **5/3/2026** | Jason Bryant | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jason Bryant |

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| **5/2/2026** | Jason Cantu | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Jason Christa | With the planned improvements to the South Mopac corridor, I understand paved paths will be added. Since 2020, my neighborhood, Meridian, has been asking for a paved path along Hwy 45 to Escarpment Blvd, just 1.2 miles, to connect over 3,000 residents to the rest of Austin. This would let cyclists and walkers travel through Circle C and access the paved path starting on Slaughter Lane. Right now, people risk using the narrow shoulder of Hwy 45, which is very dangerous. City Council, District 8 has allocated $117,000 for the path's design, recognizing its importance for safety and connectivity. Our neighborhood committee is dedicated to this effort. |
| **4/21/2026** | Jason Clayton | The biggest impediment to traffic flow on both north and southbound traffic along Mopac south of Lady Bird Lake is the bottlenecks created. Specifically the bottleneck south near Wm Cannon. Mopac goes from 2 lanes to 3 as the westbound traffic from Ben White is let out onto Mopac along with the onramp from the feeder. Then after you cross Wm Cannon going south it inexplicably goes from 3 to 2 lanes (even though there is quite a bit of ROW for a third lane) and then you get more cars entering Mopac from an entrance off the feeder just in front of Costco. It would not take much new lane construction to keep Mopac 3 lanes from Wm Cannon all the way to Slaughter where it can go to 2 lanes because a lot of traffic exits Davis or Slaughter. Going northbound the biggest impediment to flow is again the bottleneck at the Wm Cannon exit. It goes from 3 lanes to 2 along with the exit and then goes right back to 3. A simple re-paint keeping it 3 lanes while allowing those in the right lane a choice of exiting or staying on mopac would suffice. After Wm Cannon it really should stay 3 lanes each direction to and from Lady Bird Lake. This might involve some extra construction over Ben White if the current width can't accommodate 3 lanes. |
| **5/3/2026** | Jason Katims | The public is extremely dissatisfied with the way that the state has dictated transportation choices to the people of this region. We don't want toll roads and we certainly don't want the corrupt administrative boondoggle that they've turned out to be. Not only is the use of toll payer (tax payer) funds to lobby TxDOT on behalf of more tolls a legally dubious use of public funds, but our entire billing structure likely violates the negative commerce clause of the US constitution because it effectively amounts to an out-of-towner tax to generate additional revenue off non-local, interstate traffic. It would be extremely risky dedicating public dollars to a project built on such legally questionable foundation that could be invalidated before its repayment timeline. We have some of the most expensive toll roads in the country and they are basically unusable because they are largely single lane and so the slowest user gets to dictate the speed for everyone else. |
| **3/27/2026** | Jason Law | Restripe. No tolls. And for the love of all that is holy, NO WALLS! |

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| **4/17/2026** | Jason Mckenzie | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jason Mckenzie |

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| **4/17/2026** | Jason Mckenzie | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jason Mckenzie |
| **4/29/2026** | Jason Qunell | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **5/3/2026** | Jason Sugg | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jason Sugg |

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| **5/3/2026** | Jason Traweek | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jason Traweek |
| **5/3/2026** | Javier Love | It is acknowledged construction may impact ground water near a known Austin Blind salamander habitat. Ground water should be protected in general, and especially when an endagered species could be adversely impacted. The summary of the ground water study conducted even acknowledeged "Due to the presence of salamander habitat downstream of the project, additional measures should be incorporated into the project to prevent or otherwise minimize the impact of drilling on groundwater resources." Buffer zones near water collection points are important to act as natural filters to prevent toxins from entering the water ways. Ponds were proposed as the primary way to mitigate these pollutants from migrating into the groundwater supply. Flooding events are more common now in Austin than ever before, and these floods have the potential to overwhelm the pool collection methods proposed to filter the project runoff. This stress to the enviornment would come at a time when there are already more pollutants in groundwater tributaries in general from runoff of the surrounding area. This area of Austin is the heart of the recharge zone, which can be seen on maps such as one produced by WGI, and more needs to be done to protect this area from additional impact of construction and potential roadway runoff. This document was preparred by TXDOT and only options for additional paved structures were presented as possible options for addressing the need of additional tranportation needs of the city. Expansion of the rail system voters approved and has work propsed up to the Oltorf area (which is around a mile south of the northern part of this project). What if this connection was considered instead to lessen the environmental impact of paved roads and increase the use of the rail system to lessen the burden on the roads. |
| **4/29/2026** | Javier Motta-Mena | This project does not solve the problem it intends to. Adding more lanes will simply add more vehicles, rather than reduce travel times like it purports. Additionally, the environment risk is not clearly and thoroughly understood. The impact and damage that can come from this far outweigh whatever alleged benefit it intends to provide. |
| **5/3/2026** | Javier Valles | I do not support further expansion of Mopac tollway. We need a diverse transportation system, not more highways. How long before this expansion needs further expansion? A high frequency commuter rail line would serve the community better than further expansion. |

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| **4/21/2026** | jax d | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Jax Hicks | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jax Hicks |

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| **4/23/2026** | Jay McWilliams | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jay McWilliams |

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| **4/22/2026** | Jay Stewart | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br><br>This is the most beautiful city I've ever lived in. And what makes it beautiful is the land and the people. Thank you for everything y'all do |
| **4/22/2026** | Jay Stewart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>This is the most beautiful city I've ever lived in. And what makes it beautiful is the land and the people. Thank you for everything y'all do |

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| **5/3/2026** | Jay V | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jay V |
| **4/20/2026** | Jaya Torres | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Jaya Torres | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jaya Torres | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Jaya |

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| **5/3/2026** | Jayce Putzig | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jayce Putzig |
| **4/28/2026** | Jayd Alvarez | Do a full environmental study. The city doesn’t need more pavement. Barton’s and the greenbelt is one of the reasons I moved to Austin. No more highways no more concrete. Residents care MUCH more about protecting the natural space and ecosystems here. |

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| **4/22/2026** | Jayna Burgdorf | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **3/26/2026** | Jaynell Nicholson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>I want to preface this message by stating that I have a B.S. in Enviornmental Conservation Biology, M.S. In Environmental Science, and an MPA. I moved to austin 8 years ago and stayed because of the city's culture and committment to protecting the enviornment, green spaces, and organisms that make these ecosystems possible.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, |

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| | | blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water, environment, and people in Central Texas,<br><br>JAYNELL NICHOLSON |

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| **5/3/2026** | Jazmine Bartlett | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Jazmine Bartlett |
| **5/3/2026** | Jazmine Cortez | Leave our rivers/lakes/watershed alone! |
| **4/21/2026** | Jazmyn Mora | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Jazmyn Mora | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Jean A McArthur | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jean A McArthur |

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| **3/27/2026** | Jean Hopkins | CTRMA Board Members,<br><br>I'm writing to express my deep concerns about the proposed MoPac South expansion project. My husband and I live less than a block from Town Lake and regularly walk and bike the Butler Hike and Bike trail for recreation, exercise and to access downtown, Auditorium Shores, and the Congress Avenue bridge. We are ardent fans of Barton Springs, which we consider to be the crown jewel of the city. I row with a competitive team 4 mornings a week, on the Lake.<br><br>The project as proposed will directly threaten the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>As a retired environmental professional, I am familiar with NEPA, what triggers it, and what consitutes a meaningful cumulative impact assessment. Given its scope, enormous footprint, and potential for significant and irreperable environmental damage, the proposed project indisputably requires a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>I urge CTRMA to listen to your neighbors and conduct a careful and thorough analysis of this project.<br><br>Thank You,<br><br>Jean Hopkins |
| **5/3/2026** | Jean Leider | I vehemently oppose this project which which have a huge environmental footprint. Who needs a bunch more lanes on Mopac. This just lines the pockets of the builders while destroying habitat, adding more noise and air pollution. Dont need it. Don’t want it. |
| **5/3/2026** | Jean Leider | Dont need this. Dont want it. It will have a negative environmental impact and add noise and air pollution. It only benefits the builders/developers and Big Oil not Austin residents. |

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| **5/3/2026** | Jean Wagner-Rosenblatt | Dear CTRMA Board Members, I am concerned about the MoPac South expansion and its potential impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, endangered species, and our city's beloved Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The presumed traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This proposed highway expansion compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jean Wagner-Rosenblatt |
| **5/3/2026** | Jean Warneke | Oppose the Mopac expansion |
| **5/3/2026** | Jeana Hurley | Dear CTRMA Board Members, Please hear the voices or fundamental reason!!! It is not worth the long term cost to our ecosystem and community mental health for the MoPac South expansion without fully addressing that the project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Jeana Hurley |

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| **5/3/2026** | Jeanette Jordan | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jeanette Jordan |

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| **5/3/2026** | Jeanette Jordan | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jeanette Jordan |

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| **3/18/2026** | Jeanne Ringe | Dear CTRMA Board Members,<br><br>Today I am writing to you to strongly oppose the proposed MoPac South expansion, and to urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>Here's why. It's BS. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Here are the details.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>I swim at Barton Springs and I know it's an affordable outing for a lot of families in Austin.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Jeanne Ringe |

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| **4/28/2026** | Jeanne Ringe | Dear CTRMA Board Members,<br><br>The following letter states my position clearly. I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the |

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| | | Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jeanne Ringe |

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| **4/20/2026** | Jeannelle Ramirez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Jeannette Massey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Jeff | Hi, my name is Jeff, I was calling to say that I think that there should be a full environmentalimpact study done before the MOPAC bridge and expansion gets green-lighted by the city. |
| **4/29/2026** | Jeff Coddington | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **3/28/2026** | Jeff Lim | Please extend the hike and bike path along Hwy 45 from Escarpment to Meridian Park Blvd. We'd love to connect with the rest of the trail rather than enduring the shoulder of Hwy 45 or loading bikes into cars to park at the Hwy 45/ toll parking, which suffers many burglaries. Thank you |

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| **5/3/2026** | Jeff Lioon | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Jeff Lioon |
| **3/27/2026** | Jeff Nelson | Build this ASAP. Can’t believe environmental study has taken 13 years. We need this so bad. Takes an hour to go 7 miles some days |
| **4/22/2026** | Jeff Pike | Mass transit not more roads! |

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| **4/7/2026** | Jeff Wachhorst | Dear CTRMA Board Members,<br><br>In a nutshell: PLEASE reconsider the MoPac South expansion. First, we absolutely CANNOT endanger the Edwards Aquifer Recharge Zone. Messing with a water supply in Austin is a vote for suicide. We all know that water is only going to get scarcer in the coming years.<br><br>Second, the rapid growth occurring in Austin and surrounding areas is already deeply concerning because honestly, there is a limit to how many people the land can support, and looking around, I can't help but suspect that the growth that is going on turns a blind eye to the capacity of that support.<br><br>What jumped out at me in the form letter below:<br><br>"The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals."<br><br>Endangering the Barton Springs salamander and the Austin Blind salamander shows a reckless disregard for life, including our own.<br><br>"Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment." This suggests to me that the project has not been adequately thought through. Proceeding without full knowledge of the consequences is a ticket to permanent regret.<br><br>"Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt." Let's keep Austin a place where we and our children WANT to live. |

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| | | "..our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project (MoPac South expansion) has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves."<br><br>We can't manufacture more water.<br><br>"Austin’s water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it’s gone forever."<br><br>Let's please not go wrong here.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you,<br><br>Jeff Wachhorst<br><br>----------<br><br>The form letter:<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. |

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| | | The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. |

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| | | Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Jeff Wachhorst |

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| **4/23/2026** | Jeff Webster | Dear CTRMA Board Members,<br><br>I oppose the proposed plan to add 6-8 new lanes to South MoPac. The cost far exceeds the benefit of a projected six minute reduction in commute to Slaughter Lane. The project will degrade the vulnerable recharge zone of the Edwards Acquifer -- where we get our water. The horrendous traffic delays and pollution during construction to achieve a miniscule reduction in commute -- a rounding error-sized reduction -- simply is not worth the long-term harm that it will cause. Such a proposal requires a thorough and full environmental impact study and a transparent and good faith effort to listen to the community. As a regular bike rider, the loss of the pedestrian/bike bridge during construction will disrupt any attempt I make to ride around the lake. As a tax payer, as a user of water, as a commuter, and as a user of the Butler Trail, I urge you to reject this proposal.<br><br>Thank you for this opportunity to provide feedback.<br><br>Jeff Webster |

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| **4/21/2026** | Jeffery Bowen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>There are several minor corrections and inside lane "INFILLS" on the existing lanes between Hwy 290 and Lacrosse Ave that will improve the traffic flow.<br>The existing South bound exit at WM Cannon and 290 West Off Ramp has not worked properly since the flyover was completed. That area needs a ramp rework with a WM Cannon ramp to the feeder without the mass merging cluster.<br>Southbound inside merge at WM Cannon needs to be extended pass the Convict Hill Overpass. This will help with the traffic coming on from WM Cannon.<br>The short section between Convict Hill to Davis (inside grass) should be infilled as another lane. Both overpass bridges are wide enough. That lane extension could be extended to Just Past Slaughter.<br>Add a feeder from Davis to Slaughter on both North and South to remove traffic from cutting through neighborhoods. |
| **3/10/2026** | Jeffrey | Please tell me more about project |
| **3/19/2026** | Jeffrey A Gensler | Restripe Mopac Southbound at William Cannon NOW while you contemplate the rest of this plan. This can be done immediately with existing pavement for minimal cost, disruption, and effort. Probably in a week! NEVER terminate and merge the fast lane! Even better add a few hundred feet of pavement where it stops and restarts TWICE to make 3 lanes go almost all the way to Davis. Northbound already has 3 lanes over Latta and William Cannon so no excuses about structural capacity. This will smooth the merge from 290 flyover, WC SB exit ramp, and entrace by Chuys. The rest of the plan is nice but will disrupt traffic for years and provide incremental benefit for the money vs simply restriping. 31 year resident whos been driving this daily for decades. Thank you |
| **3/24/2026** | Jeffrey L Bowenk | 1. How is this a public hearing? Why label this presentation as such?<br>2. Restripe existing south bound inside lane to MoPac between WM cannon and Convict Hill/so past convict hill.<br>3. Continue new lane (SB) past Slaughter to end between Slaughter and La Crosse. To provide less back up at La Crosse.<br>4. Presentations- one drawing showing mixmaster at 290/71 and MoPac showing West bound 290 to south MoPac ramp connections. That is a massive bottleneck.<br>How about West 290 flyover to MoPac an overpass connecting to feeden for those getting off to WM Cannon. Several staff not familiar with existing connections and cannot understand questions from local that uses Mopac as our main travel route.<br>More info on "Shared Path" and if connected to existing Violet Crown Trails. Environmental concerns-lots. |
| **4/28/2026** | Jeffrey Mays | I oppose the south mopac expansion project on the grounds that it will occupy too much money and construction disruption for too little improvement to commuters |

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| **3/29/2026** | Jeffrey Primeaux | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Jeffrey Primeaux |

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| **4/23/2026** | Jen Breslin | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Jen Breslin |

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| **5/3/2026** | Jen Hilman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jen Juniel | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jen Juniel |
| **4/20/2026** | Jen Moulton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Jenalys Carl | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jenee Ovitt | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I live in Austin because of Barton Springs, where I swim often and my husband swims every single morning. If you do not regurarly swim at Barton Springs, you may not fully understand what a magical place it truly is. Too many magical spaces like this are being pushed aside for profit and this must stop before none are left. If Barton Springs becomes too polluted to swim in (which is very likely from this proposal and if it is not then a full transparent EIS is no problem), Austin will never be the same. The tourism will never be the same. It really is the soul of the city. Please, I beg you, do not expand Mopac and endanger this jewel. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I |

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| | | respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jenee Ovitt |
| **5/3/2026** | Jeneen Schloz | I am a native Austinite who has lived within 5 minutes of Barton Springs pool and Zilker park for over 50 years. The proposed expansion of Mopac is NOT a solution for our traffic problems. Absolutely NONE of my neighbors or friends are for this, and I have many! A full environmental study and assessment has not been done - I wonder why. I think we all know the answer. Please STOP trying to mess with the CROWN JEWEL and HEART of this city. Barton Springs pool is a sacred place that brings our community together and heals us and it needs our love and protection. NO to more vehicle emissions. NO to loud and constant traffic noise. NO to degrading our air and water quality and the experience of our amazing hike & bike trail. No to blocking out the sun on the pedestrian bridge. No to the runoff and construction that would put this area's beloved ecosystem at risk. Please STOP trying to ruin everything that makes this town special. |
| **4/27/2026** | Jenelle Glenn | No more construction |

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| **4/21/2026** | Jeni Brazeal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jeni Brazeal | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Jeni Brazeal |

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| **3/26/2026** | Jeni Wimberly | Dear CTRMA Board Members,<br><br>Dear Decision Makers:<br><br>I'm a South Austin resident who LOVES our cycling and hiking trails. The only recently completed Violet Crown Trail passes under MoPac in 5-7 locations, depending on your route, and side trails connecting to Circle C trails near the Veloway. There is no way to expand MoPac without destroying sections of the Violet Crown Trail, and closing the currently continuous trail for months if not years during construction of this proposed project. There would be similar disruptive destruction and closures of the continuous Butler trail around Town (Lady Bird) Lake.<br><br>Not only would these bicycle trail closures be a big blow to me personally, because I rely on them for exercise and restoring my mental health in the beauty of nature, but they would also reduce the income of our family owned and operated South Austin neighborhood bicycle shop, BIKEALOT. Our customers LOVE our trails as much or more as we do, and we hope you will hear from many of them during this comment period.<br><br>Several of our customers use the Violet Crown Trail to commute by bicycle from South Austin to Central Austin. Closing that crown jewel trail for 6-7 estimated years of construction would be cutting off one of the precious few active transportation arteries we have in South Austin. This would go completely counter to the overwhelming support of Austin citizens (67%!) who voted for MORE, not less, active transportation with 2020's Prop B. The irony is painful that the trail closures would be to create more lanes for polluting car traffic over our priceless and irreplaceable drinking water recharge zone, all during a record shattering drought caused by rapidly intensifying climate change. This is the EXACT WRONG DIRECTION for our community.<br><br>My family and I are in the bicycle business because we are serious environmentalists. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully and meaningfully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone with serious pollution, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin’s parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this very minor improvement. Furthermore, this minor imrovement would be erased within just a few years by induced demand.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders’ external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff pollutants into the Edwards Aquifer meaning every time it rains, our precious drinking water aquifer will be inundated with motor oil, tire debris, and litter. The proposed post-construction ponds will do nothing to prevent pollution during YEARS of construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, our prized and only recently completed Violet Crown Trail, and the Butler Town Lake Trail, causing intermittent closures, permanent damage, tree removal, and reduced |

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| | | canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Thank you for your time in seriously considering my comments.<br><br>Sincerely,<br><br>Jeni Wimberly |

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| **4/15/2026** | Jeni Wimberly | Dear CTRMA Staff,<br><br>I've been reviewing the info on the https://www.mopacsouth.com/ website, and I cannot find any references to the anticipated impacts on Austin's treasured Violet Crown Trail, which crosses underneath MoPac, and runs parallel to the freeway in multiple locations between 290 and Slaughter Lane. Can you please direct me to your plans to minimize disruptions to this vital multi-use recreational and active transportation trail?<br><br>Thank you,<br><br>Jeni Wimberly |
| **4/22/2026** | Jenn Marroquin | I think it's ridiculous that at a time when most Americans are suffering economically that CTRMA would even consider creating any kind of roadway that could put extra financial pressure on the thousands of central Texans that use this roadway everyday. Please stop considering any options which would require any kind of toll or increase in property taxes to pay for this. No one in this area is asking for this and if you listened to your constituents instead of trying to ram this through you would understand this. |
| **5/3/2026** | Jenn Wood | This project is an environmental disaster. Honestly, I am struggling to understand why anyone would think that we an afford to destroy more of our precious resources. We needed light rail 30 years ago, and now need to focus on mass transit, not more roads. People are going yo be priced out of driving in the next 3 years, and we're already running out of water. Whoever is supporting this should be ashamed. |
| **4/30/2026** | Jenna Anderson | I'm writing to express my support for the proposed improvements along the MoPac South corridor. This stretch of roadway plays a huge role in how people move through the city, and right now it's clearly under strain. Delays here don't just affect drivers, they ripple out to businesses, employees, and the surrounding road network. When a corridor like this isn't functioning well, it creates inefficiencies that impact the entire area. Addressing this isn't just about reducing traffic it's about improving reliability. People need to be able to count on consistent travel times, whether they're commuting, running a business, or accessing services across the city. It's encouraging to see a thoughtful process behind this project, especially one that considers different types of users and long-term growth. Planning ahead like this is critical if we want to avoid falling further behind demand. I support moving this project forward and appreciate the effort that's gone into getting it to this stage. |

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| **4/21/2026** | Jenna Buss | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Jenna Buss | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Jenna Hansen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Jenna Lentz | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Jenna Lentz |

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| **4/23/2026** | Jenna Weiler | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jenna Weiler |
| **4/29/2026** | Jenne Todd | The springs are an essential part to Austin. They bring beauty and peace together. It's a place everyone can be without judgement amend have great joy. |
| **5/1/2026** | Jennie Glass | As a parent of a student at Austin High School, this project would directly impact my child's daily environment and our family's commute. I am deeply concerned about the long-term consequences of expanding this corridor without a full Environmental Impact Statement. The risks to air quality, the Edwards Aquifer, and endangered species are significant and deserve a more thorough, updated analysis — not one based on data from over a decade ago. It's hard to justify years of disruptive construction and environmental harm for only a few minutes of projected travel time savings. Our community deserves solutions that protect our water, our air, and our students' health — not ones that compromise them |

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| **5/1/2026** | Jennie Whitaker | • I oppose the MoPac South expansion.<br><br>• I want a full Environmental Impact Statement (EIS)<br><br>• I support funding for rail, transit, and biking instead.<br><br>Jennie Whitaker<br><br>Seedling Communications |

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| **4/30/2026** | Jennifer Anderson | Hello,<br><br>I'm writing to express my support for the proposed improvements along the MoPac South corridor.<br><br>This stretch of roadway plays a huge role in how people move through the city, and right now it's clearly under strain. Delays here don't just affect drivers, they ripple out to businesses, employees, and the surrounding road network. When a corridor like this isn't functioning well, it creates inefficiencies that impact the entire area.<br><br>Addressing this isn't just about reducing traffic it's about improving reliability. People need to be able to count on consistent travel times, whether they're commuting, running a business, or accessing services across the city.<br><br>It's encouraging to see a thoughtful process behind this project, especially one that considers different types of users and long-term growth. Planning ahead like this is critical if we want to avoid falling further behind demand.<br><br>I support moving this project forward and appreciate the effort that's gone into getting it to this stage.<br><br>Best,<br>Jenna Anderson |
| **5/3/2026** | Jennifer Banister | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February. Zilksr park is incredible benefit to the city and to myself. I love going swimming nights during the summer. Don't take away this Austin's Jewel. The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate. Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request. A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to stop. |
| **5/3/2026** | Jennifer Blossom | I've lived in Austin 27 years & love deeply our quality of life. We need to protect Austin's water, air, wildlife, schools, neighborhoods, and quality of life. We need a full Environmental Impact Statement (EIS) and less harmful alternatives to the proposed mopac expansion plan. |

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| **5/3/2026** | Jennifer Blossom | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jennifer Blossom |
| **4/21/2026** | Jennifer Borneman | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Jennifer Borneman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Jennifer Cabrera | To whom this may concern,<br><br>I oppose the expanding of MoPac south. It does not benefit the environment. As Austin being known from its natural aspects something like this would ruin it forever. I want a full environmental impact statement not the abbreviated environmental assessment that was released that is not showing the real impact. Austin needs to conserve what people love most and that's the nature surrounding it. This expansion would only create more chaos in allowing more room for accidents to occur. Do a full environmental impact statement to show the true effects this will create.<br><br>Sincerely<br><br>Jennifer C |

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| **4/21/2026** | Jennifer Cherry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jennifer Clemente | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jennifer Clemente |
| **4/21/2026** | Jennifer Day | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jennifer Feiste | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jennifer Feiste |

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| **4/2/2026** | Jennifer Ferante | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/2/2026** | Jennifer Ferrante | I understand that paved paths are planned as part of the South MoPac corridor improvements, and I urge you to prioritize the 1.2-mile connection along Highway 45 from Meridian to Escarpment Boulevard. For our neighborhood of 3,000+ residents, this path would provide safe access to the broader Austin trail network. Currently, cyclists and pedestrians must use the narrow shoulder of Highway 45, creating a serious safety risk. City Council District 8 has already allocated $117,000 for design, recognizing the importance of this project. Completing this connection would significantly improve both safety and connectivity for our community. My family would use it often! Thank you for your consideration. |
| **4/29/2026** | Jennifer Flores | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>The expansion is absolutely devastating, and destroying Austin.<br>Thank you for your time and consideration. |

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| **3/31/2026** | Jennifer Glass | I live very close to MoPac, and the proposed expansion of MoPac south will increase ambient air pollution in both Old Enfield and Clarksville neighborhoods to unhealthy levels. Already we face traffic noise, air and soil pollution, and increased arterial traffic because of MOPAC, but this expansion is especially harmful to the community because of its proximity to the Johnson Creek trail system, Zilker Park, and Barton Springs, all of which are local treasures that positively impact the quality of life of Austin residents.The proposed plan will add significant concrete expansion, increased traffic, and threats to water quality throughout the Barton Springs recharge zones. When MoPac was first planned, residents were promised that it would NEVER become a shortcut to Hays County or alternative to I-35 for large truck and commercial vehicle traffic. Yet plan after plan is proposed that would do precisely that -- increase the availability of MoPac to southern expansion for developers on the outskirts of Travis County, rather than "infill" development more densely in Central Austin. The promotion of mass transit becomes much more difficult when people are encouraged to live further and further out with the continued expansion of freeway lanes. The research is clear -- highway expansion almost always encourages urban sprawl and never delivers the promised reductions in traffic time for residents using private transportation. Just look at Houston, Dallas, or Chicago for clear illustrations of this. As a demographer at UT, I can tell you plainly that future patterns of commuting will assuredly change given the reality of remote work, and future growth in Texas cities will slow as birth rates decline and the population ages. I urge CTMA to curtail any plans that involve increasing lanes in aerial loops or expanding traffic lanes rather than streamlining existing entry and exit ramps that are dysfunctional and poorly conceived. The current plans simply envision a future for Austin that will probably not exist; especially if the Barton Creek recharge zone degrades, and the availability and quality of water reaching the city further declines. These are concerns I see nowhere in the planning documents for this project. I would be interested to learn the assumptions and techniques used to demonstrate the claimed time savings of the 7 year disruption of central Austin to build extra tolled concrete lanes on south MoPac. These are nowhere divulged in the materials available to the public. I believe open, transparent, and honest debate about the consequences of any expansion of MoPac south should continue until we are sure that taxpayer money, time, and quality of life are not being compromised for a quick, dirty, and ineffective solution to a complex problem. |
| **5/3/2026** | Jennifer Godsea | Please save the life-waters of this city. The heart that makes everything beautiful, living here worthwhile. Please save the sacred waters of the indigenous stewards who came before us. Please try to enact some of their ethos- to think about not just yourself, but the generations whom come after you. Let’s leave some beauty and magic for those who come after us. Let’s honor all of the creatures who live in these waters, and all of the beautiful and fragile ecosystems these waters maintain |

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| **5/1/2026** | Jennifer Harris | I am writing to oppose the proposed Mopac South expansion project. As a long-time resident of southwest Austin, I am well aware of the traffic and transportation challenges facing our community, including along the southern portions of Mopac. As a long-time Republican primary voter and former staffer for state elected and appointed officials, I would hope you would consider every comment from every constituent and organizations with a collective interest in our neighborhoods, environment, natural resources, and economic prosperity. All to say, as a center-right voter, I'm standing in solidarity with a wide-ranging coalition from the left, right, and center to oppose this project. There are many reasons this project should not move forward, notably: - The questionable environmental assessment and a broader lack of transparency about the comments and criticisms of the project. - The threat to the Karsts and Edward's Aquifer, which at a time when Texas's water resources are being rapidly depleted by drought, data centers, commercial development, and population growth could create an untenable crisis for reliable clean water for families. - The proposal asserts how necessary this is for alleviating congestion yet the proposed changes seem mostly to line the pocketbooks of the CTRMA toll road authority and only save drivers 5-6 minutes across the full 8-mile stretch of redevelopment and expansion. That's hardly an ROI or a real solution to the traffic concerns are community and the region face. - The project, along with the parallel development of IH-35, stand to make traffic even worse for the larger Austin community as these projects risk overlapping and/or following on close heels of one another. - This project puts pavement over people -- creating a massive assault on nearby parks, public schools, waterways, businesses, and homes. The financial cost is tremendous, but the real costs will be felt for decades to follow when access to quality, safe drinking water is threatened and when Mopac is transformed into a parallel highway to IH-35, bringing newfound threats to public safety and increased traffic that will further burden the area. I urge you to reject this proposal; however, I'm skeptical given the composition of the members of the board that this will happen. Please prove me wrong and at the least pause this project for further environmental evaluation and a thoughtful, meaningful discussion of alternatives to address the city's critical infrastructure needs. I would much prefer to see resources dedicated to alternative forms of transportation, including rail, hike and bike lanes, pedestrian bridges. I would also prefer the encouragement of business and community solutions to address traffic woes, including innovative policies at the city and county level to encourage more telecommuting, staggered openings or shift times for larger employers to moderate the flow of traffic on Mopac, and improved bus and rideshare options for commuters. Please tap the breaks on this project. And truly reimagine something more than pavement as the solution. Thank you, Jennifer Harris |

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| **5/3/2026** | Jennifer Hill | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jennifer Hill |

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| **4/24/2026** | Jennifer Jamisom | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Jennifer Jamisom |
| **5/3/2026** | Jennifer Leeper | As a federally permitted biologist for the endangered Golden-cheeked Warbler, I have conducted numerous surveys along Barton Creek, where this Songbird flourishes, as well as other native songbirds, wlidlife, and a diversity of plants. With that said, I strongly oppose the Mopac expansion project. There is also the endangered Barton Springs salamander and Barton Springs that will be impacted negatively by this project. It will also diminish the value of this unique area and what attracts so many tourist and other visitors to Austin. An Environmental Impact Statement (EIS) and less harmful alternatives must occur. This project will change the landscape of Austin in a significantly negative way. |

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| **5/3/2026** | Jennifer Looez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jennifer Looez |
| **3/28/2026** | Jennifer Luongo | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/20/2026** | Jennifer Mintz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Jennifer Mushtaler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Jennifer Orr | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/3/2026** | Jennifer Pennington | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jennifer Pennington |

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| **4/17/2026** | Jennifer Ratza | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jennifer Ratza |

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| **4/17/2026** | Jennifer Ratza | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jennifer Ratza |

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| **4/30/2026** | Jennifer Schaffer | I am writing to voice my opposition to expanding MoPac South. Study after study has shown that expanding highways doesn't solve traffic congestion and instead just creates more demand.<br><br>Instead I support alternative transit like rail, bike infrastructure, and rapid commuter bus services.<br><br>Additionally, this proposed expansion disturbs the environmentally sensitive Edwards Aquifer Recharge zone, and I believe it is important to complete a full Environmental Impact Statement before proceeding with any construction.<br><br>Thank you for your consideration. |

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| **4/22/2026** | Jennifer Sladek | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jennifer Truong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/18/2026** | Jennifer Vickers | Thank you in advance for your consideration of our position on this issue.<br><br>Jennifer Vickers<br><br>Board Member EverGreen Austin<br><br><br><br><br><br>Jennifer Vickers<br><<Attachment>> |
| **4/6/2026** | Jennifer Voss | I am against this proposed plan. A full Environmental Impact Statement should be done! Citizens want to protect our water, wildlife, and neighborhoods. Federal law requires a full Environmental Impact Statement for projects with potentially significant effects, and the draft EA's own findings make the case for a deeper, more rigorous review. Express Lanes already built on Mopac have not resulted in decreases in traffic congestion. Even the express lanes get backed up, bottleneck is worse, people cannot afford the outrageous toll costs. Smart solutions can be used with existing infrastructure and paved areas. Commuting trends have changed dramatically since COVID-19. The Texas Transportation Institute (TTI) calls this the new "post-pandemic normal," with more people "working from home, long an underappreciated solution to resolve traffic congestion. This plan will not decrease congestion and will do irreparable harm. The following negative results will happen if this plan is implemented: CTRMA's design plans restrict or severely complicate local access to Mopac and the proposed "express" toll lanes. MoPac will be overwhelmed with interstate and regional traffic, including heavy trucks, turning it into a dangerous, high-speed thoroughfare instead of a local commuter route. proposed project would worsen traffic congestion on Enfield Road, Cesar Chavez, Bee Cave Road, and Barton Springs Road. The only projected benefit from the project is the potential for commuters to save 5 minutes of their rush hour commute —that is, if they travel the entire 8-mile stretch. CTRMA admits that the projected travel time savings for drivers are negligible (reporting a 5–minute travel time reduction during peak hours compared to the No Build scenario). Impacts to Barton Springs, Edwards Aquifer, Lady Bird Lake, and other creeks and waterways. Impacts to Zilker Park and other parkland Budget/Cost incurred/CTRMA Transparency Increased traffic, construction impacts, or lowered neighborhood access Impacts to public health/air quality Threats to endangered species Impacts to Austin High School teachers and students. |

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| **4/2/2026** | Jennifer Wei | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you! |
| **5/3/2026** | jennifer weitz | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, jennifer weitz |
| **4/30/2026** | Jennifer Wiebrand | Not in favor of where this project is headed. This project should be required to perform a full federal environmental impact review. The needs of enhanced vehicle flow should NOT be held higher than all other needs of a growing city - clean water, open and public green space, trails, bicycle networks, preserved aquifer recharge zones, etc. Unless this project can demonstrate that it is not smashing through all other civic priorities it should be stopped and re-imagined. |

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| **5/3/2026** | Jennifer Wimberly | To CTRMA:<br><br>My husband and I own BIKEALOT, an independent bicycle shop in South Austin, and the Edwards Aquifer is the source of our family's home water supply. I am strongly opposed to the proposed MoPac expansion for several good reasons:<br><br>1 - Our aquifer is sensitive to pollution, and this proposed expansion is likely to harm the caves and karsts that feed the aquifer, putting the drinking water for MILLIONS of Texans at risk.<br><br>2 - Endangered species live in the impacted area, and since we humans sit at the top of a precarious food chain of intertwined species, it behooves us to care about and protect every single species in that chain.<br><br>3 - Our springs emerge from the Edwards Aquifer, meaning our springs are just as much at risk of environmental degradation at the aquifer itself.<br><br>4 - CTRMA's Draft Environmental Assessment is woefully inadequate to understand the full impacts on the Edwards Aquifer, the associated springs, and the endangered species in the area. This project must not be allowed to move forward without a full Environmental Impact Study, complete with plans for how to protect these sensitive environmental features and endangered species.<br><br>5 - Many of our parks and recreation areas, which are of unquantifiable importance to the people of Austin, would be forever degraded by this epic expansion project. Whereas the supporting documents go into some detail about how the Butler Hike and Bike Trail around Lady Bird Lake would be prioritized for minimal interruptions and complete restoration, no such assurances are provided for the only recently completed Southern section of the Violet Crown Trail (VCT). The VCT only gets one mention for "partial restoration" near Dick Nichols Park. That is insufficient! The VCT cost Austin taxpayers millions to build and it is a beloved and much used active transportation for walkers, families, and cyclists in South Austin. Failing to preserve public access to the VCT during and after construction would harm our economy and harm the physical and mental health of the people who use the trail for exercise, recreation, and transportation.<br><br>6 - I, along with countless other Austinites, suffer from asthma, and adding more polluting car traffic to the roads will exacerbate air pollution and thus harm public health.<br><br>7 - It would be a mistake of huge proportions and ramifications for CTRMA to have MoPac South under expansion construction during the same decade+ that I-35 is under expansion construction. It would hurt the economy because so many people would be late for work, meetings, and appointments. Traffic accidents would increase, some undoubtedly and tragically being fatal. Incidents of road rage would increase. It would make Austin a terrible and dangerous place to live and drive.<br><br>8 - All of these negative impacts are NOT worth it in order to save an estimated 5 minutes for drivers in the non-tolled lanes. We don't need more Lexus lanes for those who can afford to leave poorer people in their dust. It's inexcusable, in this day and age of Artificial Intelligence, that CTRMA won't even come up with a way to let cars with 2+ occupants use the "express" lanes either without a fee or with a fixed fee in order to encourage carpooling. This makes me think CTRMA is motivated more by profits than finding meaningful transportation solutions for our region.<br><br>9 - Austin voters have shown time after time that we want mass public transit solutions for our traffic problems. I implore CTRMA to seriously consider building a rail transit system next to or above the existing lanes of MoPac South instead. |

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| | | Make the railcars big enough for people to bring their bicycles, scooters, strollers, and the like so we can use active transportation means to get to the trains and to our destinations in town. We have room along MoPac South for park and rides and stations, and people would most likely embrace this as an alternative to adding toll lanes because it would be so much better for the people and our environment!<br><br>In conclusion, I vehemently oppose this proposed toll expansion for water quality, environmental, economic, human and other species health reasons. I strongly encourage CTRMA to go back to the drawing boards and dream up a rail based public transit system solution for the MoPac South region instead.<br><br>Thank you for your time and consideration, Jennifer Wimberly |

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| **5/3/2026** | Jennifet Birn | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jennifet Birn |
| **5/3/2026** | Jenny De Wulf Smith | I am deeply concerned about the 8.8-mile tollway and its potential impacts to air and water quality and endangered species habitats. We don't need another I-35. We DO need a full Environmental Impact Statement (EIS) and real alternatives that avoid irreversible damage to our water, wildlife, and public health. |
| **4/21/2026** | Jenny Everett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jenny Medel | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Jenny Medel |

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| **5/3/2026** | Jenny Medel | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Jenny Medel |

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| **5/3/2026** | Jenny Morris | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Jenny Ramirez | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jenny Ramirez |

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| **4/30/2026** | Jenya Green | Hello,<br><br>I'm writing to register my opposition to the expansion of Mopac South. Austin does not need wider highway, we need investment in more robust public transit and pedestrian and bike networks. Countless studies have indicated that widening freeways does not reduce traffic. I urge you not to waste our public dollars on yet another unwanted and unneeded highway expansion through our city.<br><br>Thank you,<br><br>Jenya Green<br><br>78722 resident |
| **4/24/2026** | Jeremey Lopez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Jeremiah Armstrong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jeremiah Stephens | We need traffic solutions that will have the lowest impact possible on the environment. We want to live in the Austin we've always loved. |
| **4/21/2026** | Jeremy Dowden | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/28/2026** | Jeremy Huffman | I oppose the proposed MoPac expansion between Slaughter Lane and Enfield due to its disproportionate environmental and community impacts relative to its limited transportation benefit. The project corridor intersects the Edwards Aquifer recharge zone, creating significant risk to groundwater quality, karst features, and dependent ecosystems, including Barton Springs. These impacts warrant a full Environmental Impact Statement under federal review standards. Additionally, the Violet Crown Trail functions as a critical active transportation corridor. Prolonged disruption and potential degradation of this infrastructure undermine multimodal mobility goals and public safety. Given the estimated benefit of only minimal travel time savings, this project does not represent a balanced or sustainable transportation investment. It should not proceed as proposed. |

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| **4/22/2026** | Jeremy Lee | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jeremy Lee |

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| **4/20/2026** | Jeremy Martinez | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Jeremy Martinez |

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| **5/3/2026** | Jeremy Martinez | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Jeremy Martinez |

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| **5/3/2026** | Jeremy Turtle | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jeremy Turtle |
| **5/3/2026** | Jeremy Wright | Please do not cut through the aquifer (Barton Creek)just to save 5 minutes in traffic. |
| **5/3/2026** | Jerrica Butler | This is not the solution to fixing city mismanagement. We've had multiple children injured or killed by cars this year alone. Everything globally is increasing financially and you're burdening families by altering one of the last few SAFE and natural spaces in town. Rethink this, this is not the way to improve tourism, funding or even encouraging people to do more outdoors IN OUR CITY |

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| **4/27/2026** | Jess Bourgoyne | I have lived in Austin for the past 36 years and love going to Barton Springs. I have two young children who have just experienced the Springs for the first time this past year and we hope to continue the tradition for many years to come. I urge you to get a full Environmental Impact Statement completed to see if this is going to harm the Springs or wildlife that live in or nearby. This place is important to Austin please do not take this decision lightly!! |
| **4/22/2026** | Jess Chester | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jess Chester | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Jess Ervin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Jess Osborn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Jess Radke | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jess Radke | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Jesse Bernal | I am opposed to the MoPac South expansion. Adding lanes will only lead to more cars on the road, more air and water pollution, and sprawl. We need a plan for MoPac South that adds wide, shaded bike and pedestrian paths, creates bike-pedestrian east-west crossings, improves transit reliability, and does NOT expand the highway. I do not want MoPac to become as painful to drive as I-35. I do not want my community of south Austin to become a victim of sprawl. I want to have more options for non-automobile modes of transportation. |

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| **4/18/2026** | Jesse Pinson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **5/1/2026** | Jessi Coats-Drummond | Please do not expand MoPAC South. We have very little ecosystem left in Austin and if you bulldoze over more we will feel the effects. Flooding and runoff will Be more of the problem. This is impact the wildlife and human usability of the space. As a resident and utilizes the area I say NO. DO NOT DO THIS. |

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| **5/1/2026** | Jessi Drummond | Hello,<br><br>Please do not expand MoPAC South. We have very little ecosystem left in Austin and if you bulldoze over more we will feel the effects. Flooding and runoff will be more of a problem. This will impact the wildlife and human usability of the space. As a resident and someone who enjoys the area I say NO. DO NOT DO THIS.<br><br>Thank you,<br><br>Jessi Coats-Drummond |
| **5/3/2026** | Jessica | Please protect the precious grounds that have made our city so precious and admirable to so many! |
| **5/3/2026** | Jessica Andrade | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Jessica Bird | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **5/3/2026** | Jessica Brackmann | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **3/19/2026** | Jessica Cardenas-Kirkpatrick | Expanding Mopac is a waste of time and taxpayer money. Study after study has shown expanding highways Does Not Work and the only way to truly fix the traffic problem is to invest in and expand public transit. More bus routes, more frequent buses, expanding the light rail, and maintaining alternative forms of transportation like shareable bikes and bike paths. Expanding Mopac will only cause both short and long term issues with congestion and pollution resulting from construction and the continued car dependency being fostered by refusing to spend money on the things that have been proven to work best long term. Stop wasting taxpayer money. |

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| **5/3/2026** | Jessica Coulbury | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **4/22/2026** | Jessica England | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jessica England | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Jessica Grace | My name is Jessica Grace. I was born and raised in Austin, Texas. I own a home here on theeast side of Austin, and I demand a full environmental impact statement for what this expansion isgoing to do to the endangered species, particularly how they will be affected, and also aboutour water. This is our drinking water. It is one of the most vulnerable aquifers. Ita very biodiverse recharge zone and anything that would cause a negativeimpact to that or to our drinking water should be thoroughly reviewed and studied.The environmental impact is the most important aspect to this highway. I don'twant to get from north to south any faster than I already do. We don't wantconstruction. We don't want this expansion. Please, we |

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| | | demand anenvironmental impact statement. This is crucial and we should not proceed oreven consider proceeding without knowing the full impact of what our actions willcause. Thank you very much and have a nice day. |
| **5/3/2026** | Jessica Grace | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has |

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| **4/21/2026** | Jessica howard Howard | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
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| **4/26/2026** | Jessica Hudson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jessica Kavanagh | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Jessica Kavanagh |
| **5/3/2026** | Jessica L. Boice | Expanding MoPac over Zilker and Barton Springs, bringing development closer to Lady Bird Lake, would damage the very things that make Austin unique. Our city is a rare blend of nature and innovation, conservatism and progressivism, growth and environmental stewardship. That balance is what defines Austin. We do not need a MoPac expansion with additional tollways that threatens our natural spaces and treasured ecosystems. There has to be a better solution than disrupting the areas that give this city its character, beauty, and identity. Zilker Park, Barton Springs, and Lady Bird Lake are not empty spaces waiting to be paved over—they are the heart of Austin. They are where families gather, where wildlife survives, where residents recharge, and where visitors come to experience what makes this city special. Pursuing a project that harms these spaces feels counterintuitive to everything Austin represents. Growth should not come at the expense of the environment and community treasures that cannot be replaced. I strongly urge you to reconsider this expansion project and seek smarter, more sustainable alternatives that protect Austin’s future while preserving its soul. |

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| **4/17/2026** | Jessica Lee | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **3/28/2026** | Jessica Luh | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **5/3/2026** | Jessica Martinsen | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jessica Martinsen |

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| **5/3/2026** | Jessica McGhee | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jessica McGhee |

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| **4/28/2026** | Jessica Mejia | I do not agree with this project as it is currently planned. I want to see a full environmental impact study and I want a binding guarantee that Zilker Park, Barton Springs, the hike and bike trail and the aquifer will not be harmed or inconvenienced during and after construction. These outdoor spaces are the heart of the city and we already know from experiences such as Houston adding more lanes to a highway does not fix traffic issues. What would help traffic is a public transportation system that is actually usable and walkable business districts. More lanes damaging our outdoor spaces will only lead to more cars on the roads. Focus time, money, and energy in getting cars off the roads by building a real public transportation system. |
| **5/3/2026** | Jessica Mejia | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jessica Mejia |

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| **4/25/2026** | Jessica Moore | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jessica Moore |

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| **4/25/2026** | Jessica Moore | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Jessica Moore |

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| **5/3/2026** | Jessica Mullen | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jessica Mullen |

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| **5/3/2026** | Jessica Paul | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jessica Paul |

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| **5/3/2026** | Jessica Perry | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Jessica Perry |
| **4/22/2026** | Jessica Robinson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Jessica Robinson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/22/2026** | Jessica Robinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/3/2026** | Jessica Robinson Robinson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Jessica Sager | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jessica Sager |
| **5/3/2026** | Jessica Sager | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jessica Sager |
| **5/1/2026** | Jessica Sajak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jessica Shriftman | Dear CTRMA Board Members,This decision is wrong. I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. I frequent Barton springs and the green belt. It is a sacred place that provides a small amount of nature. The creatures and plants who live there can not represent themselves and defend themselves. Please stop thinking in selfish ways . As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jessica Shriftman |
| **4/20/2026** | Jessica Slade | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Jessica Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Jessica Solis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Jessica Stout | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jessica Stout |

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| **3/18/2026** | Jessica Walbridge | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Jessica Walbridge |

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| **3/26/2026** | Jessica Walbridge | Dear CTRMA Board Members,<br><br>As a resident of central Austin, a Barton Springs pool user,a Lady Bird Lake trail lover and somone with asthma I am increasingly concerned about the strain on our precious resources as Austin gets bigger and the world gets hotter.<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird |

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| | | Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Jessica Walbridge |
| **4/22/2026** | Jessica Walbridge | I have the following concerns about this project:<br>1. No post pandemic traffic data used (traffic patterns have changed)<br>2. No project connect data included (more public transportation will change driving habits.<br>3. No chemical studies were done for at least 11 known toxins that are contained in fuel, tires, combustion<br>4. The health of our Austin High Students<br>5. The SH 45 expansion is not included in the study. This is a major proposal with generational health, environmental and quality of life impacts. We need A FULL EIS! |

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| **5/3/2026** | Jessica whinery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Jessica Wilkinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Jessica Wilson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Jessica |

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| **4/17/2026** | Jessica Wood | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jessica Wood |

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| **4/17/2026** | Jessica Wood | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jessica Wood |

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| **4/17/2026** | Jessica Wood | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jessica Wood |

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| **5/3/2026** | Jessie Powell | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in and wildlife in Central Texas, Jessie Powell |

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| **5/3/2026** | Jessie Powell | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jessie Powell |

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| **4/20/2026** | Jessye Rodgers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Jesus Olivas | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jesus Olivas |

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| **4/20/2026** | Jett Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Jevenly Aguilar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jill Becker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jill Borden | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jill Borden |
| **5/3/2026** | Jill Butler | Please don't expand Mopac. I'd like a full Environmental Impact Statement (EIS) and funding for rail, transit or biking instead.<br><br>Thank you,<br><br>Jill Butler |

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| **4/26/2026** | Jill Hanners | Dear CTRMA,<br>The green spaces are what make Austin a desirable place to be. Expanding roads doesn't cut down on traffic.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Jill Hodges | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jill Hodges |

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| **4/26/2026** | Jill Hodges | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jill Hodges |

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| **4/26/2026** | Jill Klopp Turner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Jill Kolasinski | Even though I sit in MoPac traffic everyday, I do not want this project to proceed at all. Barton Springs and the Barton Creek greenbelt are why my family lives in Austin. Anything that would harm these precious gems is something I very much against. I would rather sit in traffic an extra 15 minutes a day than harm these environmental areas. At the very least, I strongly feel that we need to have an EIS completed before this project proceeds. |

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| **4/19/2026** | Jill Martin | Dear CTRMA Board Members,<br><br>I'm concerned that the MoPac South highway expansion project directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Will construction and increased traffic also increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems? Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jill Martin |
| **5/3/2026** | Jill Mayfield | Do not do this. Barton Springs is the soul of Austin. Please protect it. |

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| **4/25/2026** | Jill McLennon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Jill Schmidt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jill steinwedel | we want Barton springs over anything |

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| **5/3/2026** | Jillian Anthony | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jillian Bissar | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jillian Bissar |
| **5/3/2026** | Jillian McCann | stop the expansion |

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| **4/24/2026** | Jim Boldin | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jim Boldin |

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| **4/24/2026** | Jim Boldin | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jim Boldin |

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| **4/20/2026** | Jim Camp | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>April 22, 2026<br><br>Environmental sensitivity of the study area and Proposed MOPAC South Expansion<br><br>• Will this MOPAC study process explore the increased number of vehicle trips per day traveling on MOPAC?<br><br>· Will this MOPAC study follow the NEPA Process with a scientific-based Environmental Impact Study (EIS)? With the data gathered about increased car trips per day in this EIS investigate potential pollutant loading from cars and trucks traveling from Enfield Rd. to Slaughter Lane? Will the feasibility and the NEPA studies reference CHARACTERIZATION OF HIGHWAY RUNOFF IN THE AUSTIN, TEXAS AREA study done in 1995?<br><br>· What kinds of mitigation (passive and structural controls) of highway run-off might be recommended in the EIS? Will |

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| | | the design of MOPAC expansion use design criteria for preventing environmental degradation? Will the MOPAC EIS consider costs of pollution controls in design of proposed expansion to reduce pollution of watersheds and groundwater drinking sources?<br><br>· Is there a statement in the documentation that the Barton Springs/Edwards Aquifer is a groundwater system that provides drinking water for over 60 thousand Central Texans? Could the Edwards Aquifer and Barton Springs face contamination by hydrocarbon spills on the expanded MOPAC area in Aquifer Recharge Zone or cumulative pollutant loading in this proposed expansion?<br><br>Other questions and comments<br><br>· Will the expansion options consider rail service instead of adding more lanes? Has CTRMA and TXDOT studied national transportation studies (state, local and academic) about lane additions and “induced traffic”?<br><br>Doesn’t transportation research across the US and Canada show that more lanes attract more motorized vehicles and more carbon pollution? Won’t more lanes create more suburban sprawl and a warmer Austin from more carbon pollution, possibly fouled drinking water, and conceivably the slow death of Barton Springs? |

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| | | Jim Camp<br><br>Thanks for you consideration.<br><br>Respectfully,<br><br>Jim Camp |

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| **5/3/2026** | Jim E | Dear DRAFT ENVIROMENTAL Study Team:<br><br>I am a homeowner living about 1.5 miles East of the location where Loop 1 crosses over William Cannon st.,<br>and roughly 900 +/- feet East of Kincheon Branch and slightly upstream of its discharge into Williamson Creek.<br><br>Due to this location, I am especially interested in Stormwater Management, (Collection, Mitigation, and Outfalls).<br><br>In the "Preliminary Drainage Analysis" report of the Environmental Assessment (EA), on p.57,<br>the report states ..."the hydrologic and hydraulic analyses should be re-evaluated to assess and confirm adverse impacts<br>based on updated Atlas 14 watershed flood studies".<br><br>This means stormwater controls evaluated in the DRAFT EA may be not be adequately sized<br>for rainfall intensity recently experienced in the project area.<br>I suggest some model runs using the maximum rainfall intensity observed in the project area within the last 2 to 3 years.<br><br>I am also interested in Air Quality during construction and operation of the new roadway afterwards.<br>Dust from earthwork and exhaust from equipment and machinery can travel some distance.<br>I have several family members that are sensitive to these irritants.<br><br>Because of SAFETY for the general population, the large number of caves (35+/-) and undetected subsurface voids, many springs and seeps,<br>the entire MoPac South Project is above the Edwards Aquifer South of the Colorado River, and many endangered and threatened species throughout<br>the project area, I request that CTRMA do a complete Environmental Impact Statement. |

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| | | I believe an EIS will save everyone time and money.<br><br>Thank you for your good work!<br><br>Sincerely,<br><br>Jim Edwards |

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| **4/28/2026** | Jim Kaighin | Dear CTRMA Board Members,<br><br>Dear CTRMA:<br><br>I love Barton Springs. My fear has always been that Barton Springs would suffer a slow death by a thousand cuts--this expansion of MoPac feels more like a slice across the jugular.<br><br>Although I'm not a geologist, I'm married to one. And we've been fortunate to get to tour some City and private properties which have unique and prolific recharge features and we have also seen properties with more common recharge features. Once you have this detailed (not superficial) knowledge of how aquifers recharge, it changes your perspective on how the natural environment works. Even with cutting edge mitigation and construction techniques, it is simply not possible for the needed disruption of this project to not have a negative impact on Barton Springs and the Edwards Aquifer.<br><br>I fear that we will look back at this point in time, and at this specific project, and will be able to tie the Springs decline direclty to this decision.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction |

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| | | ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Jim Kaighin |
| **3/24/2026** | Jim Kitchen | I am strongly in favor of the current proposal. It seems very well thought out. The use of Express Lanes to ensure free-flowing lanes makes good economic sense. However, I have not seen or heard where money from "surge" pricing goes. I understand that a base toll rate needs to be changed- that's how the road is funded. But the "surge" pricing is an economic tool to keep the Express Lane (s) always flooring. It is a tax on people who value their time more than thei money, with the price set to keep too many people from clogging to Express Lane during peak times. I feel this "surge" pricing should fund either CapMetro or Austin ISD. Let's better fund public transit or fix the RobinHood fiasco with this tax on Austin drivers. |

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| **4/22/2026** | Jim Mapes | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The project will have a horrible effect on the quality of life for everyone in the Austin area. It will create tremendous amounts of vehicular traffic resulting in noise and pollution. The long term effect on traffic will be negative- more lanes, more suburban development, and ultimately more cars moving slowly. Use the money for something else that is actually good for the community.<br><br>For the love of water in Central Texas,<br><br>Jim Mapes |

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| **4/22/2026** | Jim Mapes | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Jim Mapes |

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| **3/16/2026** | Jim Sedlachek | Dear CTRMA Board Members,<br><br>I am writing to strongly AGREE to the MoPac South expansion as proposed. I urge you to proceed with the proposed 8.77-mile project.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to begin advancing this project further.<br><br>Thank you for your time and consideration<br><br>Respectfully,<br><br>Jim Sedlachek |
| **3/16/2026** | Jim Sedlachek | Dear CTRMA Board Members,<br><br>I am writing to strongly AGREE to the MoPac South expansion as proposed. I urge you to proceed with the proposed 8.77-mile project.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to begin advancing this project further.<br><br>Thank you for your time and consideration<br><br>Respectfully,<br><br>Jim Sedlachek |

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| **5/1/2026** | Jim Stiffler | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/3/2026** | Jim Williams | My name is Jim Williams, and I want a full environmental impact statement for the MOPACexpansion.I fear that Barton Springs and the aquifer will be impacted negatively, so we don't needthat anymore.Bye.Thank you.Thank you. |
| **3/19/2026** | Jimmie Burnett | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/24/2026** | Jingyao Wu | I'm strongly against this project, it would be a fake and quick "bandage" on traffic congestion, it could not solve the real issue. Traffic congestion is not caused by not enough lanes, rather a lack of public transportation and connections. Meanwhile the project would severely threatened the vulnerable Edwards aquifer and ecosystem. |

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| **4/25/2026** | Jisela Serrano | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | JJ Ruescas | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | JJ Ruescas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | JJacob Wilk | Hello, my name is Jacob Wilk and I'm calling to oppose the expansion of MOPAC with theadditional six to eight lanes.I'm asking for a full environmental review.I do not believe that it will lead to no further damages and so I would like to call for morereview before it happens.Thank you very much.My name is Jacob Wilk and I oppose the MOPAC expansion.Thank you.Bye bye. |
| **5/3/2026** | jo cook | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, jo cook |
| **5/3/2026** | jo cook | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, jo cook |

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| **4/21/2026** | Jo Howard | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Jo Howard |

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| **4/21/2026** | Jo Howard | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Jo Howard |

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| **4/25/2026** | Jo Rich | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Jo Rocha | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Jo WeHunt | Save Barton springs and the salamanders. No expansion to mopac |
| **5/3/2026** | Joan Boikess | I am against the Mopac Expansion. I want to preserve the current bridge over Barton Springs. The environmental impact must be studied. We don’t need an 8 lane expansion of Mopac. |

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| **5/1/2026** | joan G hudson | Please conduct a full Environmental Impact Statement (EIS) analysis. I am worried about the endangered species, the health of our treasured and sensitive Barton Springs, caves, birds, Edwards Aquifer, and other precious creatures and environmental treasures. Please do everything you can to ensure that these things that make austin great are not impacted. Also, with expanded transit in Project Connect there is a need to redo your traffic models. I use the butler hike and bike trail and bridge under Mopac several times a week for transportation and recreation on both bike and foot. I've heard that it will be closed for many years during construction. The daily count is in the several thousands as I recall and the counters may be undercounting since only one person is counted when walking side by side. Many Austin High students use this bridge too to for drop off and pick up south of the river. Make sure the expected benefits in terms of reduced delay per vehicle are correct and updated with the latest data. We need to have clean air for our communities including my kids and grandkids who live near the highway. Make sure your estimates of particulate matter are correct considering the additional motor vehicles that will be on the reconstructed highway. What is the plan for bee caves road exits and entrances? I couldn't see the schematic except for the first page which was repeated page after page for 10 pages. Could CTRMA add the managed lanes without adding or removing general purpose lanes? Like what was done north of Cesar Chavez? What will the crossings look like for people walking and biking? I use the sidewalk from bee caves road to us290 and even further south using the violet crown trail which connects back to Mopac near William cannon. We use the sidewalk that is on the east side (no sidewalk is on the west side) to 290. We need to keep that sidewalk (making it wider would be better) and add a shared use path on the west side too. I'd like to see better crossings of the highway too. It is scary to bike and walk across at the current intersections. Thank you for your considerations, Joan |
| **5/3/2026** | Joan Goldsmith | Dear CTRMA Board Members, I swim in Barton Springs Pool multiple times a week. I, along with so many others, love BSP and want to protect it along with it's water quality for future generations. BSP and the Greenbelt are the city's great treasures. They are why people want to live in and visit Austin. The MoPac South highway expansion project will most certainly damage the sensitive areas that feed Barton Springs a nd the aquifer, not to mention endangers species habitats. This project clearly calls for a full environmental impact statement (EIS). To not have a full EIS would be negligent. <br />I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Joan Goldsmith |

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| **4/20/2026** | Joan Grace | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Joan Grace |
| **5/3/2026** | Joan Grace | Please do NOT build over the Edwards Aquifer. No to Mopac extention. Protect our water. |

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| **5/1/2026** | joan hudson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Joan Hudson | CTRMA,<br><br>It looks like every page is the same in the 10 page schematic.<br><br>https://www.mopacsouth.com/draftea/Schematic%20Roll%20Plot.pdf<br><br>Please address.<br><br>Thank you,<br><br>Joan |

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| **4/20/2026** | Joan Hughes | Dear CTRMA,<br>I DO NOT support the expansion of toll lanes or any lanes on MOPAC as your proposal describes. The cost and years of construction will never outweigh any time savings for transportation. And the ecological impacts are immense.<br>If it is unfortunately approved, I do support the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- A permanent green fund to support ongoing environmental mitigation<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>Thank you for your time and consideration.<br>Joan Hughes |
| **5/3/2026** | Joanna Castillo | Parkland in the city is vital. Please protect it! |
| **4/23/2026** | Joanna Fried | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Joanna James | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Joanna James |
| **3/23/2026** | Joanna Widmier | Please just add a lane on mopac from William Cannon to 45 and reduce the number of merges. The merges are causing so much of the traffic. We don't need a huge change! This smaller fix would help SO MUCH and is much more efficient. There's room for another lane. |

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| **5/3/2026** | Joanne Cimarosti | I am against the expansion because it will negatively impact our already dwindling natural spaces! As an Austinite who grew up here, I believe that the upkeep of the natural greenbelt and Barton springs area are a key part of what makes Austin a place that people want to live, that is to say, nature is a key aspect of Austin, and to destroy natural green space is to destroy Austin. All animals including people need these green spaces, untouched by developments. |
| **5/3/2026** | Joanne F Day | The environmental consequences of expanding South MoPac will be devasting to the aquifer and the surrounding area far beyond what your so called impact survey says. There are no long nor short term benefits to this expansion. The best solution would be to invest in a true transit system that gets people out of our cars. |
| **4/16/2026** | Joanne Senn | Not a silly question at all. There's a lot of history here, and it's not easy to explain quickly. The biggest issue for Rollingwood and Westlake Hills is that the current proposal adds major elevated toll lanes through our area without preserving reasonable access for the people who actually live here. Even though the cities pushed for a less intrusive, non-elevated option, the toll authority moved forward with a plan that adds large double-decker toll lanes through this stretch. On top of that, the proposal removes the direct southbound toll lane exit at Bee Caves, which many west-side residents rely on to get home. For years, Rollingwood and Westlake Hills have been asking for a more balanced solution — one that improves traffic without: -bypassing our local business district, -forcing traffic onto school and neighborhood streets, -creating dangerous weaving and merging patterns, -adding unnecessary noise and visual impact. So the goal isn't to say "do nothing." It's to push for a better design that keeps practical east–west access and takes the needs of west-side residents seriously. The comment period is our chance to make clear that this version still misses the mark. |
| **5/2/2026** | Joanne Trubitt | Concerned about the effect on the Barton Creek watershed |
| **5/2/2026** | Joaquin Campos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Joaquin Silva | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Joaquin Silva |
| **5/3/2026** | Joaquina Guevara. | My name is Joaquina Guevara. I'm an Austin resident and lifelong Central Texas resident.And I'm calling for a full environmental impact review of the MOPAC project.I'm deeply concerned about the impact on the recharge zone, which is a critical habitat for many speciesand directly influences the water quality of endangered species here in Central Texas.This is such a beautiful amenity resource that our community shares with both the residentsof Central Texas and all the visitors that pass through this area every year and hasbeen important to the people living in this area for longer than us in this city.And I'm deeply concerned about the impact that this MOPAC expansion would have on this region. |
| **5/3/2026** | Jocelyn Labrada | Dear CTRMA Board Members, Please reconsider the proposed addition of 5 to 7 new lanes (4 of them tolled) from Enfield Road to Slaughter Lane. This new addition (and 5-7 years of construction) will negatively impact the community by: * Creating harmful traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge (which is horrible since it's a great place for community members and families to spend time together or exercise! I personally run the trail in that area weekly!) *Adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jocelyn Labrada |
| **5/3/2026** | Jocelyn Rodriguez | As a member of the public, I'd like to see a full environmental impact review for the Barton Springs area. I'd also like to voice that myself and many others want to see Austin moving towards more public transportation, not expansion of roadways just to reach the same traffic equilibrium within a few years times. I want to see the cities dollars going towards making it safe to commute by bike from south Austin to downtown, not expanding roadways. I am concerned about impacts of the development on the ecosystem and do not offer my support to this project. |

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| **5/3/2026** | Jodel Patino | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Jodel Patino |

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| **4/20/2026** | Jodi Oates | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jodi Oates |

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| **5/3/2026** | Jodie Warren | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Jodie Warren |
| **3/24/2026** | Joe Anthony | The project should not terminate at Slaughter lane, it should finish at 45. |
| **3/20/2026** | joe camarene | I am not in favor of the proposed expansion of MoPac. I believe more studies should be done to try and understand what other options are available. |

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| **3/16/2026** | Joe Clifton | Dear CTRMA Board Members,<br><br>As a neighbor of MoPAC South I am particularly concerned about what may happen to the environment and my neighborhood if you proceed with the proposed widening of the highway across the Edwards Aquifer recharge zone.<br><br>We will always have more traffic but widening the road will threaten the very existence of species like the Barton Springs Salamander. Please proceed with a full Environmental Impact Statement or decide right now that we don't need this. It is a waste of money and a threat to the environment, particularly Barton Springs and the recharge zone.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, |

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| | | overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Jo Clifton |

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| **4/29/2026** | Joe DasGupta | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/28/2026** | Joe Gifford | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Joe Gifford |

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| **4/20/2026** | Joe Hoeft | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Joe Mirelez | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Joe Mirelez |
| **5/3/2026** | Joe Riddell | Please seem my attached comments. |

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| **4/21/2026** | Joe Savak | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Joe Savak |

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| **4/29/2026** | Joe Tracy | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **4/28/2026** | Joel Burgess | After reviewing the proposed plans for mopac, I do not find it beneficial for the cost, environmental impact and disruption. A revised plan certainly needs to be had before considering a 7-year project that that gives such a small improvement, the ROI for the community is certainly not there. It seems from a layman's perspective that there's enough shoulder space to simply convert some of the pre-existing concrete/ asphalt into an additional Lane and see a substantial enough improvement in traffic throughput without a massive multi-year project that just results in unfortunate additional toll lanes. |
| **4/28/2026** | Joel Evans | I do not support the mopac expansion, it does far too much harm for almost no benefit. It’s a huge waste of taxpayer money that could be used for things that actually benifet our community and will destroy natural habitat that we desperately need to protect. Do not expand mopac |

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| **4/26/2026** | Joel Laviolette | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Joel Laviolette |

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| **4/26/2026** | Joel Laviolette | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/22/2026** | Joel Marzo | CTRMA Board members,<br>It is unacceptable for the Central Texas Regional Mobility Authority (CTRMA) to continue disregarding the significant environmental and community impacts of widening and elevating portions of MoPac South through the neighborhoods of Austin, Rollingwood, and West Lake Hills. The porposed highway expansion directly over the Edward Aqufier Recharge Zone, threatens water quality and endangers the alread precarious survivial of four federally listed endangered species, including the Barton Springs and Austin Blind Salamanders. Furthermore, the expansion will exacerbate localized air quality concerns, near sensitve areas like Austin High School, where students and teachers will bear the brunt of increased air pollution.<br><br>Without a full Environmental Impact Statement (EIS), CTRMA is risking irreversible environmental harm, years of disruptive construction, and the permanet loss of endangered species; all for a project that may fail to deliver the minscule, promised traffic benefits. The Austin community rejects the proposed "finding of no significant impact" and demands that the CTRMA, as part of a full EIS, prioritize meaningful community engagement to develop modern, sustainable alternatives that address congestion without sacrificing environmental protections or public health.<br><br>As a daily Mopac commuter, I believe the Mopac expansion is a disaster in multiple avenues. When the effect to Austin High School students, cement construction to I-35, previous construction to Mopac and espeically to the environmental impact. With the proposed construction, the negative impact does not drastically improve traffic flows. An alternative HOV Lane would have a less harmful impact to our community. So please consider an alternative solution for mopac. Please no more imperious coverage. |

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| **4/10/2026** | Joel McCoy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Joel McCoy |

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| **4/21/2026** | Joel S Long | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Joel Wish | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. We are not going to need wider roads with self driving cars Joel Wish |

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| **4/21/2026** | Joey DeLeon | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Joey DeLeon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Johanna Gordon | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Johanna Gordon |

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| **4/27/2026** | Johanna Peyton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | John Abrams | CTRMA people,<br><br>please do a full study on the impact this project, as proposed, will have on water quality, species impact, runoff, sediment, etc. etc.<br><br>You can build all the highways and such, but they will quickly fill to capacity (Houston). The better solution would be to get people on a bus, train, etc, right?<br><br>-John |
| **5/3/2026** | John Anthony Dina | As a resident of Austin, I can confirm that the Edwards Aquifer, the Green Belt, Barton Springs, and Deep Eddy pool are essential parts of the community and must be protected and preserved. I support performing the EIS to ensure this project will not have a negative impact on these priceless and irreplaceable natural resources. |

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| **4/25/2026** | John Barry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | John Benton | Additional capacity is much needed on South Mopac. The proposed improvements would greatly improve mobility options in South Austin and northern Hays County. The proposed braided ramps at SB convergence of Mopac and US 290 will help alleviate an existing bottleneck. However, I recommend that the auxillary lane be extended over William Cannon and terminate after the entrance ramp from SB frontage road south of William Cannon to avoid additional weaving conflicts on the mainlanes. I utilize this segment of Mopac multiple times each week and additional capacity and cleaning up the weaving movements from the ramps is very much needed. |

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| **5/3/2026** | John Coates | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, John Coates |

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| **5/2/2026** | John Foor | I firmly oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. CTRMA should NOT conduct this project. At the very least, CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. |
| **5/3/2026** | John Gallagher | Dear CTRMA Board Members, Although I wouldn't consider myself a devout Environmentalist, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, John Gallagher |
| **4/21/2026** | John Griggs | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | John Hallock | We live in the deep Eddy neighborhood with 2 young children. We do not support the MoPAC south expansion. The addition of more concrete and more high speed traffic cutting us off from the city and the waterfront seems very poorly thought through and and needs much more study to be considered viable. Please provide traffic analysis, plans showing how walking paths with be connected to downtown, and how there will be no impact to thdd we neighborhood from additional noise, pollution, and heat generated by additional cats and pavement.<br><br>Thank you,<br><br>John<br><br>Sent from my iPhone |
| **5/2/2026** | John Hallock | I do not support the expansion, it creates a less walkable city. I would ask that the team come up with a more comprehensive environmental and pedestrian friendly solution. |
| **5/3/2026** | John Hartigan | I commute on MOPAC every workday, but I am opposed to this proposed project moving forward until it recieves a full Environmental Impact Statement. It's not worth it to me to shave a few minutes off my commute if it puts at risk any aspect of the unique, fragile ecosystem of the aquifers or the greenbelt. Please prioritize the full Environmental Impact Statement. |

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| **5/3/2026** | John Kane | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, John Kane |
| **5/3/2026** | John Kinney | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, John Kinney |
| **5/1/2026** | John Lewis | We desperately need additional lanes as proposed by the CTRMA for south Mopac!! |
| **4/2/2026** | John MacKay | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **5/3/2026** | John McCarthy | I am an ER doctor who works south of town— if your project goes according to plan it could hypothetically make my commute faster— HOWEVER I am vehemently opposed to this plan. Austin is the best city not because of its highways but because of its connection to nature, something that is sacred and has already been disturbed too much by our focus on expansion and development. If Austin were to lose a place like Barton springs, I would not want to live here. I spend my days caring for the lives of Austin's people and I hope you guys can make the right choice and protect the people, species, and natural environment that makes this city great. |

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| **5/3/2026** | John McElhenney | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, John McElhenney |
| **3/27/2026** | John Mullaney | I write to oppose the proposed MoPac South project. I've lived in Southwest Austin for over 20 years and have witnessed the growth in this part of the community. While I am not opposed to new roads, I am against the construction of this road for many reasons. For one, this area is adjacent to the Edwards Aquifer, which is already facing numerous challenges with a rapidly expanding population and related pollution. Similarly, I believe the quality of life for residents in Southwest Austin will be negatively impacted by the years of construction, noise, and disruptions to the existing road. Finally and perhaps most importantly, MoPac was always meant to be a commuter highway. The Mopac South project would turn it into another crowded mega-highway in the middle of a sensitive environment. This project should not go forward as proposed. |
| **3/19/2026** | John Mustin | Do not expand MOPAC! Let Austin's beauty shine |

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| **4/23/2026** | John Padalino | I am writing to express my firm opposition to the proposed MoPac South expansion. As the Draft Environmental Assessment (EA) and public hearings conclude this April, it is clear that the "Build Alternative" (specifically Configuration 2C) fails to align with the Austin Strategic Mobility Plan (ASMP) and poses an unacceptable risk to our region's most vital ecological assets. Rather than doubling down on outdated, car-centric infrastructure, the Mobility Authority should prioritize multimodal solutions that reduce Vehicle Miles Traveled (VMT) and protect the Edwards Aquifer. Environmental Ramifications: The Edwards Aquifer at Risk The proposed expansion occurs directly within the Barton Springs segment of the Edwards Aquifer Recharge Zone. This is one of the most sensitive landscapes in Texas, where fractured limestone allows surface water to enter the aquifer with virtually no natural filtration. 1. Pollutant Infiltration and Water Quality * Increased Impervious Cover: Adding lanes increases the surface area for "first flush" pollutants—including heavy metals, motor oils, tire microplastics, and polycyclic aromatic hydrocarbons (PAHs)—to wash directly into recharge features. * Hazardous Spills: Expanding capacity increases the statistical likelihood of toxic spills over the recharge zone. A single commercial vehicle accident could lead to irreversible contamination of the drinking water source for over two million Texans and the primary inflow for Barton Springs. 2. Thermal Pollution and Aquatic Ecosystems * Warming Runoff: The "Urban Heat Island" effect from expanded asphalt significantly raises the temperature of stormwater runoff. * Threat to Endangered Species: Increased water temperatures and sediment loads directly threaten the survival of the Barton Springs Salamander and the Austin Blind Salamander, both of which rely on the pristine, stable conditions of the aquifer. The Fallacy of Induced Demand Widening MoPac will not solve congestion; it will invite it. The concept of induced demand dictates that new capacity is quickly filled by "latent" traffic, resulting in the same levels of congestion within years, but with a significantly higher carbon footprint. * The current proposal's estimated time savings of 5–6 minutes for a full-length trip do not justify the generational environmental debt being incurred. * The project's focus on toll revenue ("Lexus Lanes") incentivizes the maintenance of congestion in general-purpose lanes to drive demand for the paid lanes. A Better Path Forward: Biking and Multimodal Mobility The Mobility Authority should pivot from highway expansion to a "Mobility First" strategy that prioritizes the following: * Regional Cycle Superhighways: Instead of adding toll lanes, invest in a fully separated, high-capacity commuter cycling spine along the MoPac corridor. This would allow residents in South Austin and Hays County to bypass traffic entirely while contributing zero emissions. * Alignment with Project Connect: With Austin Light Rail construction beginning in 2027, the focus must shift toward "last-mile" connectivity—expanding bike shares, protected lanes, and pedestrian infrastructure that feeds into the rail system. * Xeriscaping and Green Infrastructure: Any necessary safety improvements should utilize native, drought-tolerant vegetation (xeriscaping) and bio-filtration ponds to slow and clean runoff, rather than stripping the 35-foot easements of their existing tree canopy. Conclusion We cannot pave our way out of a climate crisis, nor can we afford to gamble with our water supply. I request that the CTRMA pause the MoPac South project and conduct a full Environmental Impact Statement (EIS) that exhaustively explores non-highway alternatives, including robust bicycling infrastructure and transit-oriented development. |

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| **4/23/2026** | John Paul OBrien | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>John Paul OBrien |

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| **4/21/2026** | John Pepper | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | John Pierce | Dear CTRMA Board Members, No more MOPAC!! We don't want it. We want to protect our beautiful land environment instead. <br />The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, John Pierce |
| **5/1/2026** | John Pleasant | Why use 2 lanes in each direction? It won't have any measurable impact on commute times, 5-10 min max. And it'll have so many deleterious effects on the environment. Y'all need to quit squeezing your eyes shut, covering your ears, and listen to what Austinites and city council have to say about it. Do a real impact study like they did on the I35 expansion project. Don't be such a CTRMA about it. |
| **4/30/2026** | John Ragland | Please perform a full and impartial study of the environmental impact of this project. The public and the taxpayers are entitled to know the long term effects of this enormous project on such a beautiful and sensitive area. Thank you. |

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| **4/24/2026** | John Romeo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | John Russell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | John Russell |
| **4/28/2026** | John Tate | It would be a huge error to expand MOPAC over the Barton Creek recharge zone. It would degrade water quality, reduce underground aquifer and surface stream flows, threaten endangered species, and harm the recreational value of the Barton Creek Greenbelt and Barton Springs. I oppose proceeding with the project at all. If you decide to proceed, you should complete a full Environmental Impact Statement, and give ample opportunity for public scrutiny of the result. Thanks for the opportunity to comment. |
| **5/3/2026** | John Thomas McGuire | Do not build additional toll lanes that encroach on the watershed. Please stop plundering Texas of its natural resources. Additional lanes do not and have never meaningfully increased the wellbeing of a city's citizens. |

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| **5/3/2026** | John Tucker | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, John Tucker |
| **5/3/2026** | John Wynn | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, John Wynn |
| **5/1/2026** | Johnathan Gutierrez | Please do not go forward with this project. The project is over a critically important environmental area, and poses real danger to plants, animals, local native ecosystems and future generations quality of life. |
| **4/28/2026** | Johnny Fuchs | I oppose the MoPacSouth expansion. The cost benefit analysis is awful and we want our neighborhood to remain tight and quiet. We don't want years and years of construction. We want to maintain our peace and parks. |

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| **4/17/2026** | John-O Davies | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>John-O Davies |

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| **4/29/2026** | Johnson, Stephen A. | To Whom It May Concern,<br><br>I am writing to express my support for the proposed mobility improvements along MoPac (Loop 1) from Cesar Chavez Street to Slaughter Lane, as outlined in the MoPac South Environmental Study.<br><br>This corridor is vital to the Austin region's economic vitality, workforce mobility, and overall quality of life. As our population continues to grow, it is critical that we invest in infrastructure solutions that improve reliability, reduce congestion, and enhance connectivity across our community.<br><br>The proposed improvements represent an important step toward addressing current and future transportation needs in one of the region's most heavily traveled corridors. Advancing this project will help ensure that Austin remains competitive, accessible, and prepared for continued growth.<br><br>Thank you for the opportunity to provide input and for your leadership on this important effort.<br><br>Sincerely,<br><br><https://garverusa.com/> Stephen Johnson, PE, LGPP<br><br>Transportation Team Leader<br><br>Transportation Team |

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| **4/19/2026** | Joi Holcomb | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Joi Holcomb |

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| **4/19/2026** | Joi Holcomb | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Joi Holcomb |

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| **4/21/2026** | Joleen Acuna | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration<br><br>I lived in Texas my whole life I love to take a drive a few hours just to get away and feel free with comfortable breathing in the nature of Austin. Please to ruin our air more. |
| **4/21/2026** | Joleen Acuna | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>I lived in Texas my whole life I love to take a drive a few hours just to get away and feel free with comfortable breathing in the nature of Austin. Please to ruin our air more. |

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| **4/24/2026** | Joleen Jernigan | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Joleen Jernigan |
| **5/3/2026** | Joleen Jernigan | Please do not let them build these toll roads/expand these highways at the very precious cost of ruining the heart and soul of Austin, our aquifer and drinking water, our springs and parks! This would be an environmental disaster. Our precious water is already at risk from climate change droughts and AI centers. Please, I beg you not to let them build! |

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| **4/22/2026** | Jolene Holland | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jolene Holland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Jolene Kiolbassa | Dear CTRMA Board Members,<br><br>Wrong in so many ways. Increases noxious air that Austin High students will breathe, ruins the fragile environment south of the river, and will not solve Austin's traffic problem.<br><br>Sincerely,<br><br>Jolene Kiolbassa |

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| **4/17/2026** | Jon Bass | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jon Bass |

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| **4/21/2026** | Jon Brandi | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Jon Brandi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/30/2026** | Jon Huibregtse | I am strongly against the proposed south Mopac expansion. This will further degrade the environment in this very sensitive area and discourage more innovative ways to mitigate mobility problems in the area. This is all about people in cars saving a few minutes on long commutes to homes that they chose to buy, knowing the cost in terms of convenience and frustration. Thank you.<br><br>Jon Huibregtse, Ph.D. |
| **3/17/2026** | Jon M | A mopac expansion would not do any good and only increase the traffic flow while hurting the surrounding businesses and people. |

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| **4/18/2026** | Jon Pickard | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Furthermore, I strongly advocate that we invest mass public transportation that benefits all our citizens rather than deepening our dependency on automobiles. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jon Pickard |

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| **4/18/2026** | Jon Ross | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jon Ross |

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| **4/18/2026** | Jon Ross | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jon Ross |
| **5/3/2026** | Jonah Popp | I am commenting as I do NOT want to see the expansion of MOPAC into a crucial watershed for the city. We have damaged our environment enough as it is, and we would be much better off investing in better public transit options. |

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| **4/24/2026** | Jonas Bailey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jonathan Batres | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jonathan Batres |

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| **4/28/2026** | Jonathan Beall | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Jonathan Beall |

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| **5/3/2026** | Jonathan Grant | Dear CTRMA Board Members, <p data-start="404" data-end="755">It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. <p data-start="757" data-end="780">Key concerns include: <ul data-start="782" data-end="2196"> <li data-section-id="vtrp38" data-start="782" data-end="1003">Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.</li> <li data-section-id="11wkozu" data-start="1004" data-end="1350">Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.</li> <li data-section-id="1q7q9zu" data-start="1351" data-end="1665">Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.</li> <li data-section-id="1u6ck9e" data-start="1666" data-end="1882">Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.</li> <li data-section-id="1pkqq4i" data-start="1883" data-end="2055">Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.</li> <li data-section-id="155nsn4" data-start="2056" data-end="2196">Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.</li> </ul> <p data-start="2198" data-end="2385">Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. <p data-start="2198" data-end="2385"> Note: I did not compose the above statement, but I am in full agreement with it. I simply cannot understand going ahead with this project without as full a study as possible as to potential risks to quality of life in Austin. And the projected idrive time to be saved seems ludicrously small for such an expensive and potentially seriously risky project.  <p data-start="2387" data-end="2423">  Sincerely, Jonathan Grant |

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| **3/24/2026** | Jonathan Herrle | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>Several generations of my family are regular visitors to the Greenbelt in this area. We run, hike, swim and enjoy the natural bounty that is right here in our city. The easy access to this beautiful natural area is a big part of our identity and why we continue to choose Austin as our home.<br><br>I swim weekly in Barton Springs, I run several times per week with a group on the greenbelt, and these restorative activities are what help keep me an active and happy member of our town. I drive down this section of MoPac many times per week, and while congestion is a problem, widening the road is not the answer. I would rather sit in traffic than destroy additional wildlife habitat and green space in the Edwards Aquifer recharge zone<br><br>I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Let's protect our precious natural resources so we may enjoy them now and for generations to come.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>Sincerely,<br><br>Jonathan Herrle<br><br>For the love of water in Central Texas,<br><br>Jonathan Herrle |

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| **4/21/2026** | Jonathan Manzello | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Jonathan Mau | Dear CTRMA Board Members,<br><br>You know what a recharge zone for an aquifer is. You know how it works. Saying new lanes of highways right over it will have "no impact" on the habitat is a scary level of removal from the very clear truth. Respectfully please stop this development. People want less traffic but if you told them the truth: that it was at the expense of our exceptional natural environment. They would accept the traffic.<br><br>So again respectfully: please stop this development<br><br>Respectfully,<br><br>Jonathan Mau |

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| **4/22/2026** | Jonathan Mau | Dear CTRMA Board Members,<br><br>You know what a recharge zone for an aquifer is. You know how it works. Saying new lanes of highways right over it will have "no impact" on the habitat is a scary level of removal from the very clear truth. Respectfully please stop this development. People want less traffic but if you told them the truth: that it was at the expense of our exceptional natural environment. They would accept the traffic.<br><br>So again respectfully: please stop this development<br><br>Respectfully,<br><br>Jonathan Mau |
| **3/24/2026** | Jonathan Nolte | I understand that much of the traffic data and related data for this project is from over 10 years ago. So much has changed in the area in that time! I am concerned that these plans do not reflect the current and future needs for transportation. That 2015 (?) pause is too long. Toll roads are a grift. Please allow further comments on tolls. Everyone resents toll roads. |
| **4/20/2026** | Jonathan Quintanilla | Dear CTRMA,<br>Do NOT build any more express tolls on Mopac— let it be as it is and instead redirect that money in:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Jonathan Rouse | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Jonathan W. Nolte | Do NOT build any more damn toll roads! Everyone hates the toll roads. If we cannot afford to build roads without tolls, we cannot afford to build those roads. |

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| **5/3/2026** | Jonelle Santanello | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jonelle Santanello |

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| **5/3/2026** | Jones Miller | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jones Miller |
| **5/3/2026** | jordan curry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Jordan Fronk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/30/2026** | Jordan Harvard | Expression lanes are not the right solution. The construction with cause increased congestion in the short term and the express lane won't improve congestion unless people pay for it. Putting the burden of reducing traffic on drivers to select a paid lane. This didn't help Mopac north. It won't help mopac south. |
| **4/30/2026** | Jordan Krupa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/19/2026** | Jordan Levin | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Jordan Levin |

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| **5/3/2026** | Jordan Levin | I live near the Westover exit of MoPac, and as you might imagine travel MoPac quite frequently. Like others, I experience traffic during peak commute hours. However, also like others, I am very concerned about the environmental impact of the proposed MoPac south expansion. The Edwards Aquifer Recharge Zone is the beating heart of our city, our economy, our culture, and our quality of life. We must exercise caution and patience, and evaluate the the long-term consequences of any highway expansion in this sensitive region. It is irresponsible, indefensible, and short-sighted not to prepare a full environmental impact statement for the proposed expansion of MoPac South, as the Travis County Commissioners Court and Austin City Council unanimously called for on behalf of its constituents. Protecting our groundwater quality and our creeks, including Barton Springs, is imperative and should be non-negotiable. Given the importance of the Barton Springs Pool, Zilker Park, the Lady Bird Hike and Bike trail, and the Barton Creek Greenbelt to our community and economy, any action should only be contemplated with comprehensive and updated data, and in alignment with our local, long-term goals. I personally question the extent to which the expansion, once completed, would ease traffic enough to justify the cost, time, increased pollution, and threat to our groundwater quality and supply. At the very least, we should consider the environmental impact to younger generations, including students at Austin High School. Aside from air pollution, if our groundwater quality and supply is compromised, the consequences would be irreversible. As a citizen who first lived in Austin in 1980s, and later owned property in the early 2000s, and finally a homestead prior to the Covid pandemic, the appeal of Austin across the eras has been of a place that has prioritized quality of life, protected its natural resources, reflected the will of its citizens, and has always been forward-thinking and innovative in finding solutions to problems. Unbridled growth at all costs is a hallmark of the short-term thinking that has afflicted larger metro areas like Dallas-Fort Worth and Houston. Now is the time to be sensible and at the very least conduct a full Environmental Impact Statement to consider before moving forward with any plans. |
| **5/3/2026** | Jordan Lopez | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jordan Lopez |

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| **5/3/2026** | Jordan Lopez | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Jordan Lopez |

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| **4/4/2026** | Jordan M | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jordan M |

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| **4/4/2026** | Jordan M | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jordan M |
| **5/3/2026** | jordan mayo | it will ruin everything |

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| **4/23/2026** | Jordan McCannon | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jordan McCannon |

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| **4/22/2026** | Jordan McDermed | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Jordan McDermed | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Jordan Miller | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jordan Miller |

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| **4/21/2026** | Jordan Miller | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Jordan Miller |

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| **5/3/2026** | Jordan Mordecai | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Jordan Mordecai |
| **5/3/2026** | Jordan Moser | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Jordan Moser |
| **4/27/2026** | Jordan Sanchez | Please don’t ruin one of the most unique and beautiful spaces that we have in our wonderful city!!! Barton Springs in sacred. There needs to be a full environmental impact statement!!! |
| **4/20/2026** | Jordan Shamir | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Jordy Tello | Hello, I regularly use Mopac for driving to other parts of the city. I don't want a wider highway. This would mean more pollution and hurts Austin's mode shift goals. What I do support is continuous bicycle-pedestrian paths along the project's length, converting an existing highway lane to a HOV/transit lane, and for CTRMA to invest in transit, walking, and biking, not highway expansion. I'm also concerned about how the expansion will affect native species in the area and the impact on the greenbelt. This project needs an Environmental Impact Statement. |
| **5/3/2026** | Jordyn Roach | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Jordyn Roach |
| **3/24/2026** | Jorel Lane | After reviewing the public hearing materials, I recommend that the project team strengthen documentation related to environmental mitigation and alternative analysis. The draft Environmental Assessment notes potential impacts to federally listed species and outlines anticipated consultation with the U.S. Fish and Wildlife Service. Given this, greater clarity on proposed conservation measures, monitoring protocols, and stormwater controls would enhance public understanding and promote regulatory confidence. Additionally, prior public-meeting documentation shows that more than two-thirds of submitted comments raised environmental concerns and requested analysis of "low-build" alternatives or a full Environmental Impact Statement. Providing updated, consolidated comparison matrices for the evaluated alternatives—including multimodal and transit-priority options—would improve transparency. Traffic modeling assumptions should also be made available for public review, given past disputes over access to this data. I recommend publishing summary modeling outputs and associated methodologies to ensure that the project's travel-time benefit projections are independently verifiable. |
| **5/3/2026** | Jorge | Good evening, my name is Jorge and I am a resident of 7-8-7-0-4 and I call to formallydemand an environmental impact statement for the Mopac project as it will greatly impactthe Barton Springs Aquifer, which is the soul of the city, it is a place where people conveneto be with each other, it is what makes Austin Austin and any impact on that will greatlyimpactful the culture, the economy, and the morale of the city with love andtess's Jorge. |

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| **4/21/2026** | Jorge Dewey | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Jorge Dewey |

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| **4/21/2026** | Jorge Dewey | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Jorge Dewey |

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| **4/21/2026** | Jorge Gamboa | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jorge Gamboa |

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| **4/21/2026** | Jorge Gamboa | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Jorge Gamboa |
| **4/27/2026** | Jori Liu | Test |
| **5/3/2026** | Jose | Don't build the mopac extension between cesar chavez and slaughter. This will affect the Edwards aquifer |

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| **4/22/2026** | Jose Cano | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Jose Cano | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Jose L | Please, do not expand the highway. Money is better spent giving people more mobility options besides driving. When more/safer mobility choices are available, everyone benefits, including people who drive. Instead of more expansions/business as usual, consider this as an opportunity to provide more options to get around: Add wide, shaded bike and pedestrian paths Create bike-pedestrian east-west crossings every quarter mile Improve transit reliability |

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| **4/20/2026** | Jose Munoz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Josefine Roeding | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Josefine Roeding |
| **3/22/2026** | Joseph Voss | Do not expand mopac further. Adding additional vehicle lanes will only increase travel times due to increased demand. Funding should instead be directed to other forms of mobility instead of worsening congestion and increasing pollution. |
| **3/19/2026** | Joseph Chandler | Research consistently shows that freeway expansion fails to reduce long-term congestion and instead generates additional vehicle traffic. The proposed Mopac expansion would cause irreversible harm to a critical environmental corridor while increasing noise, water, and air pollution throughout the area. Prioritize proven solutions to reducing traffic: expanded transit service and improved bicycle and pedestrian infrastructure. |

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| **3/30/2026** | Joseph Fife | To the Central Texas Regional Mobility Authority and TxDOT, I am writing to formally submit my opposition to the proposed MoPac South Build Alternative (Operational Configuration 2C). As a resident of the Austin area, I am concerned that this expansion—specifically the addition of two express lanes in each direction and the elevated ramps near Barton Skyway—will not provide a sustainable solution to our region's long-term mobility needs. My primary objections are based on the following concerns: Induced Demand: Expanding highway capacity often leads to "induced demand," where the temporary reduction in travel time encourages more driving, eventually returning congestion to previous levels while increasing overall vehicle emissions. Environmental Impact: I am concerned about the potential effects on the local environment, particularly regarding water quality and the sensitive Edwards Aquifer recharge zone. The construction of elevated ramps and increased impervious cover poses risks to our local natural resources that have not been adequately mitigated in the draft Environmental Assessment. Prioritizing Alternative Transit: Instead of further highway expansion, I urge the Mobility Authority to prioritize more robust investments in high-capacity public transit and safer, more connected cycling and pedestrian infrastructure that does not depend on being adjacent to a major expressway. I request that the "No Build" alternative be more seriously considered, with funding redirected toward comprehensive multi-modal transportation solutions that align with Austin's climate and mobility goals. Thank you for considering these comments. Joseph Fife, SW Austin Resident |
| **4/20/2026** | Joseph Grasso | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Joseph Mancuso | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Joseph Miller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Joseph Ortiz | I am against adding another lane or any type of construction of the springs. Let’s spend that money on building a proper rail system |

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| **5/3/2026** | Joseph Ringuette | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Joseph Ringuette |
| **5/3/2026** | Joseph Ryan Gingrich | Endless investment in expansion of roadways is demonstably ineffective in alleviating congestion in the long term. There is typically a short-term period of relief following completion of an expansion, followed by an induced demand that creates even worse congestion in the decades to follow. The only way to achieve the outcomes you want, is to deincentize local travel along the route by improving transit and non-automobile connectivity. Invest in expanded bus networks, light rail, and non-vehicle routes, before committing to a decade or more of traffic-increasing and effluent-producing construction, that will not produce your desired results, and will impact the Greenbelt, one of the shining examples of urban greenery in the United States. |

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| **3/26/2026** | Joseph Wood | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Joseph Wood |

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| **4/20/2026** | Josh Cross | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Josh Curtis | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Josh Curtis |
| **5/1/2026** | Josh Durham | As an Austin Native who has seen my local green spaces drastically change for the worse over time, I strongly DO NOT SUPPORT this project. The watershed, Edwards Aquifer and local habit need stronger protections, and development should be stopped. This green space is what gives the City its soul and beauty. We need to preserve the green space and not risk damaging local water sources. |

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| **4/30/2026** | Josh Hubka | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **4/30/2026** | Josh Levine | Please don't expand mopac! This will be a disaster for the city. Please, please don't. Public transport instead. |
| **3/27/2026** | Josh Miley | Build the Toll road already! The city has been “studying” this for 20 years now and just keep pouring money into more studies. Enough! This is not the same Austin as 20, 30 or even 40 years ago….we are a BIG city now and need road infrastructure. Quit letting these money sucking special interests groups rule the day….while their voices are loud, they are just a minor fraction of the population. All of my neighbors and friends who live in Southwest Austin are begging to get this done. And simultaneously fix the lane stripping. You go from 2 lanes to 3 and then back down to 2 which causes extra unnecessary delays due to merging and remerging. Pick either 2 or 3. Either would help in the meantime. |

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| **4/21/2026** | josh mullins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/19/2026** | Joshel Brown | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Joshel Brown |

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| **4/19/2026** | Joshel Brown | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Joshel Brown |

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| **4/21/2026** | Joshua Bober | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Joshua Bober | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/30/2026** | Joshua Butterick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of sensible development,<br><br>Joshua Butterick |

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| **3/30/2026** | joshua butterick | The proposed development was drafted by a team with a tenuous grasp on transportation engineering and environmental impact assessments. The idea that adding more lanes to this section of highway will do anything productive to ease congestion in the long term is a fantasy perpetuated by the mathematically incompetent and morally repugnant. Do the 'engineers' backing this design have any sense at all? Does the depth of their understanding bottom out at the idea that more lanes = less traffic? Have these people ever driven cars or considered the limiting factors of highway congestion being something other than how wide a highway is? How many different cities need to fall into the absurd pitfall that this is the solution? I would think that someone in a position to propose an alternative solution (of which there are may) would grow a spine at some point. It's very difficult to believe that someone, if not several people, are receiving a great deal of shady funding to support this project, because the choice to pursue this approach based on historical evidence of success in similar cases is impossible to make. There are no such examples. Turn your brain on, remember you have a back bone, admit you made a mistake and choose an approach that will actually help. There are many, and they are far more economical and far less destructive than this proposal. I genuinely hope you come to your senses. |
| **5/1/2026** | Joshua chambless | Do not disturb aquifer recharge zones with more concrete. Do not take away the little green space we have to recreate |

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| **5/3/2026** | Joshua Davis | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Joshua Davis |
| **5/3/2026** | Joshua Freiman | OPPOSE expanding MoPac South Instead, I SUPPORT regional rail and a world class bike/pedestrian network I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA) You will destroy irreplaceable precious water resources and natural underground features in a sensitive aquifer for marginal car commuter benefits. That's not worth it. Austin could be headed the path of Corpus. People want commuting options, plural, that won't choke the planet and leave us without fresh water. Stop selling us the same bill of goods that contributed to the dire situation we're in: on the verge of an uninhabitable Central Texas region by 2050. |
| **4/14/2026** | Joshua Knebel | Please don’t add more lanes to mopac. Let’s do something else to reduce traffic like use trains or buses. $800 million could be used for public transit that will reduce the number of cars on mopac and therefore reduce travel time on mopac. |

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| **5/3/2026** | Joshua Sabick | Hi, my name is Joshua Sabick and I am calling to comment on the MOPAC South project.I find it absurd that a full EIS would not be conducted for this project because it isover a sensitive aquifer recharge zone which supports many specific endemic species thatare endangered in the Barton Springs pool.I imagine that not doing a full EISwould result in irreparable harm to sensitive ecosystems.And I urge you to move forward with a full EIS.Thank you. |
| **3/30/2026** | Joshua Salas | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw |

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| | | pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Joshua Salas |

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| **5/3/2026** | Joshua Urbank | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Joshua Urbank |
| **5/2/2026** | Josiah Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/30/2026** | Josiah Pavilonis | Stop the mopac expansion project. The people of Austin do not want to ruin our beautiful city for an unnecessary project. Please listen to the citizens and stop this awful threat to our home.<br><br>This expansion will:<br><br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br><br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn’t see it, Austin’s air quality just received a failing grade from the American Lung Association). |

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| **4/22/2026** | Josiah Pearce | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Josiah Pearce | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/22/2026** | Josiah Pearce | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Josie Blair | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Josie Blair | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Josie Hart | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Josie Hart |

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| **5/3/2026** | Josue Munoz | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Josue Munoz |

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| **4/23/2026** | Josy Johnson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Josy Johnson |

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| **4/27/2026** | Jotform | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Jotty Allen | Hello,<br><br>I am not in favor of the current plan to expand MoPac South. There is ample research that the expansion of highways with additional lanes does not in the long term benefit the traffic problems we are currently facing.<br><br>Our funds should go to more efficient and clean forms of transportation like trains, trams, bike lanes, and pedestrian friendly infrastructure. This would greatly improve the city of Austin economically.<br><br>The city of Austin has a huge opportunity to be a trendsetter in the United States in terms of public transportation. Cars are loud, exhaust is bad for the environment, sitting in car traffic is bad for citizens mental health, and adding more lanes just means adding more cars and worse traffic over time due to induced demand.<br><br>It is also a poor financial decision when it comes to the costs of maintaining roadways and losing out on tax revenue to subsidize and incentivize big box stores to set up outside of the city and larger corporations collect this money rather than the city of Austin.<br><br>Please do not perpetuate a huge problem we have with cities in the United States.<br><br>Thank you,<br><br>Jotty |

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| **4/28/2026** | Joy Menyhert | Please note that I oppose the MoPacSouth Expansion for the following reasons:<br><br>Disruption for 4 years, $1 Billion cost, loss of use of Dick Nichols Park and Violet Crown Trail for an extended period of time and destroying trees and habitat along the freeway for a miniscule commuting savings time of 5 minutes. This is a very poor use of taxpayer money.<br><br>Thank you.<br><br>Joy Menyhert |
| **4/30/2026** | Joy Mitchell | I am against this project due to the harm it will do to our natural resources: springs, river. It will also destroy pathways made for non-motorized vehicles |

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| **3/18/2026** | Joy Ruth | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment incredibly concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. These, and other endangered species, have suffered already due to rapid growth of the greater Austin area. Many thousands of people have moved here because of the beauty and accessibility of our parks, the Colorado River, and the streams and karsts. Risking the pristine beauty of this precious area would be foolhardy and irreversible!<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over incredibly sensitive recharge lands. Additional lanes and elevated structures would drastically increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird |

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| | | Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. I grew up walking to Zilker Park in the '50s. No shortcut across the Colorado river could ever be worth the damage that would be caused by even the construction of an extension of MoPac, much less continued the ensuing traffic over this very special environment!<br><br>The Edwards Aquifer now faces greater stress from years of drought, decades of rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is essential. A full Environmental Impact Statement is imperative to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Joy Ruth |

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| **3/26/2026** | Joy Ruth | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will most certainly dramatically increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement would irreversibly intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Filling the karsts with concrete is such a terrible idea, I cannot even believe it is being proposed! Precious groundwater and habitat for vulnerable species need the karsts to remain undisturbed. A proposal to build an extension of MoPac was soundly oppossed in 2015. This current proposal must also be unequivically stopped, once and for all! I grew up in walking distance to Zilker Park in the 1950's. Now at 75 years of age, I still recall how pristine this area was. The growth of this fine city is largely based upon the environment. Do Not destroy the environment for the convenience of those who would save a few minutes in their commute at such a terrible price!<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Joy Ruth |

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| **4/28/2026** | Joyce Bertolacini | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Joyce Bertolacini |

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| **5/1/2026** | Joyce Durst | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Joyce E McQueen | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Joyce E McQueen |

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| **3/19/2026** | Joyce Greer | I DONT WANT:  A wider highway.  Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/19/2026** | Joyce Greer | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Joyce Greer |

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| **4/19/2026** | Joyce Greer | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Joyce Greer |

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| **4/21/2026** | JP Munoz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jt holt | Please do NOT pursue mopac expansion around Barton springs. It's simply not worth it for the taxpayers. |
| **5/2/2026** | Juan Carlos Salgado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Juan Csillagi | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and |

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| | | neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Juan Csillagi |
| **4/21/2026** | Juan Hernandez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Juan Romero | I urge you to do a full environmental impact statement as this is guaranteed to cause environmental damage. We need to protect what makes Austin, Austin. |

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| **4/23/2026** | Jude Baysinger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Jude Lowe | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Jude Lowe |

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| **5/3/2026** | Jude Loy | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jude Loy |
| **5/1/2026** | Judith Baudoin | I am not in favor of this project and I do not think this is a good idea. I drive this rout to go to school at ACC and I don't see how adding toll lanes will help the traffic. my more important concern is the construction over the Edwards aquafer recharge zone when Texas is entering a water shortage. I don't think we should be risking the water we have at a time like this. I will say there are aspects this project that I like as it would fixed merge areas southbound near William Cannon, those murage spot causes back ups every time I drive home. but I dislike every other aspect presented for this project. I would recommend ditching the toll lane expansions and just fix the issues that need addressing, that would actually help your commuters. those being the added left turn lane on to William cannon and removing the funky murages toward slaughter. if that was all this project was I would be in favor for it. thank you. |

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| **4/4/2026** | Judith Sims | I am strongly opposed to the South MOPAC expansion plan, as it will further damage the Edwards Aquifer, Barton Springs and Zilker Park.<br><br>Judith Sims<br><br>Ausin 78704 |
| **4/29/2026** | Judy Lanahan | Do not allow this project to negatively impact the environment. It's a miracle we have a beautiful environment at all, and that's due to the Save Our Springs Alliance and others who know how damaging it is to constantly build build build. We do not need any more toll roads and we do not need any more damage to what's left of our beautiful environment. Find another way to solve problems with traffic! |

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| **3/24/2026** | Jules Elkins | To the CTRMA: As an Austin resident and Professor of Environmental Health and Urban Planning, I wish to submit the following comments. 1. Health Assessment. Increasing Mopac South by up to 4 additional lanes will significantly increase the levels of pollution to which residents of Austin will be exposed. There is a robust body of scientific evidence that shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in urban areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function. The human health effects of the expansion of Mopac have not been adequately assessed nor have they been communicated in any substantive or meaningful way to the public. Asking for public comment, and then basing decisions upon those comments, is misleading when the basic scientific information has not been presented. 2. . Analyze real alternatives to added toll lanes. The proposed six “alternatives” offered are all variations on one concept—adding toll lanes to MoPac South. I encourage the analysis of a range of alternatives that make better use of existing pavement and take into account changing traffic patterns. Specifically, analyze an alternative that involves converting inside existing lanes to rush hour HOV lanes with little or no additional pavement as an option in the analysis—and pursue in the interim as a test solution for very little money. 3. Include the climate implications as a primary concern in the Mopac South plans. The transportation sector is the greatest contributor to US carbon emissions—and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHIFT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 4 additional lanes for 8.8 miles will induce up to 116 million vehicle miles travelled per year, which is about 1.2 million metric tons of CO2 emissions by 2050. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. The average citizen’s understanding of the impacts of infrastructure is more nuanced than it was fifty years ago. There is a broad coalition of people in Austin — neighbors concerned with continued negative impacts from a highway or people who are interested in different forms of mobility — that are pushing innovative options for transit that do not include cars and expanded roadways. We need to continue and expand this community conversation and ask again and again: Who is the greater good that benefits from a “utilitarian infrastructure project”? If the answer doesn’t prioritize the planet, public health and safety for everyone — including people who cannot or do not drive — or the vitality of our precious public spaces, then we must fight for an alternative that does. Moving transit away from highways and cars is happening all over America. If we look in our backyard to Houston and the proposed expansion of I-45, there is tremendous public outcry over this proposed project because the impacts on the community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Jeff Speck, wrote that the NHHIP “can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as false.” We live on a rapidly warming planet. We know what kind of infrastructure projects are going to help, and which are going to hurt our chances of survival. These are not just roads, but questions of collective action. Most people want access to safe places to walk and bike where they live. Most people say they would like to reduce greenhouse gas emissions. However, the infrastructure that will allow us to do this requires trade offs, such as losing a traffic lane to put in a bike lane, or muscling through a few months of construction near neighborhoods in order to build a new transit stop. In Conclusion Breaking free of the status quo will require creativity and a commitment on the part of transportation officials. It will require a clear mandate from voting citizens that they want to see funding go towards green spaces, bus service, and fixing inadequate sidewalk facilities, with less towards asphalt and road widening. It will require elected officials to show political courage and boldness and implement the will of a representative democracy — not just the squeakiest wheels with the largest campaign donations. Let’s slow down and have this vitally important community conversation about our future as Austinites and the future of Austin. |

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| **4/21/2026** | Jules Garrett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Jules Hamm | What is the MATTER with you people? Another toll bridge are you kidding me? Construction on BOTH i-35 AND Mopac is actually insane. Not to mention the destruction or chaos it will BRING to Barton Springs AND Lady Bird Lake. Our world is already dying and we're racing to save it, is that NOT ENOUGH???? Austin is losing places that make it the city I was BORN in due to high prices, and now this?! Forget the city of music we might as well be the city of traffic and culture loss. This is stupid. This project is MURDER to the land, the scenery, and the nature that's PIVOTAL to Austin and NOT just because people have enjoyed it for YEARS BUT BECAUSE ITS IMPORTANT TO THE ECOSYSTEM HERE! Please don't tell me you are all THAT incompetent. I've always been excellent with journalism and studying towards a journalism major and I HAVE to say you guys have just given me and MANY OTHERS a great piece to write where you'll be the ENEMY. The pen is a harsher weapon than a sword. Not to mention the traction this will get on social media. So actually USE YOUR BRAINS, and THINK ABOUT IT. Unless you all that's a part of this and wanting it really are God awful people. If you are and you ignore all the ones pleading you to NOT do this, then I have one thing left to say. Rot. In. Hell ~ Jules A Hamm (an Austinite, and someone who's related to those that helped build & shape & even protect Austin) |

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| **4/22/2026** | jules messer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | jules messer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Juli Berwald | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Julia | It is irresponsible to carry out this project without the requisite environmental studies. While I would enjoy the benefits of an improved highway system, I am not willing to sacrifice water quality, wildlife conservation, air quality, or temperature changes. All of which I would be able to weight against the need of improved traffic flow, if only there was an environmental impact study. |
| **5/3/2026** | Julia | The Mopac expansion will cause damage to parks and creeks and worsen air quality in the surrounding areas. This project will involve drilling around the Edwards Aquifer, putting at least four endangered species at risk, and impacting water quality in Barton Creek and Ladybrid Lake. The impact is undeniable. CTRMA is attempting to hasten approval by "finding no significant impact" in their Environmental Assessment. The National environmental policy act requires a full Environmental Impact Statement for larger projects such as this one which will cause significant impact on one of Texas' most important resources: the Edwards Aquifer |

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| **4/13/2026** | Julia Vunderink | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Julia Vunderink |

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| **4/13/2026** | Julia Vunderink | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Julia Vunderink |

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| **4/26/2026** | Julia Abreu | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Julia Armstrong | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Julia Armstrong |

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| **4/27/2026** | Julia Barraford-Temel | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Julia Barraford-Temel |

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| **4/28/2026** | Julia Bond | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Julia Bond |

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| **4/28/2026** | Julia Bond | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Julia Bond |

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| **4/28/2026** | Julia Bond | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Julia Bond |
| **4/27/2026** | Julia E Barraford-Temel | I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. |

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| **5/3/2026** | Julia G | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Julia G |
| **4/26/2026** | Julia Grant | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Julia Hathaway | Dear CTRMA,<br><br>I am writing to express that I am Not in support of the MoPac South Expansion and the potential threat it poses to Austin's parklands. In the case that it moves forwards, I am in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Julia Hathaway | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Julia Hebner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/12/2026** | Julia Hill | As a concerned Austin resident, I urge decision-makers to reconsider the proposed MoPac South expansion before it causes irreversible harm to our community. The corridor runs through ecologically sensitive areas, including the Barton Springs/Edwards Aquifer Recharge Zone, putting federally protected endangered species — and the beloved Barton Springs Pool — at serious risk of contamination and habitat disruption. With transportation already identified as the leading source of carbon emissions in our region, widening MoPac will only deepen our dependence on single-occupancy vehicles, worsening the air quality that Austinites breathe every day. Decades of research on induced demand make clear that adding lanes does not solve congestion — it generates more traffic — and Austin City Council members themselves have warned that CTRMA must be mindful of the risks of inducing additional traffic in these environmentally sensitive areas. Instead of an $825 million investment in more pavement, we should be prioritizing transit, protected bike infrastructure, and park-and-ride facilities that give Austinites real alternatives to sitting alone in their cars. |
| **5/3/2026** | Julia Hotze | Expanding Mopac while concurrently expanding 35 would make Austin a completely miserable place to live. We don't need to expand the highway any more. What makes the city special are green spaces like zilker and the green belt, but especially Barton springs. |
| **4/21/2026** | Julia Hoyt | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Julia Irwin | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Julia Irwin |

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| **4/23/2026** | Julia Larson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Julia Larson |

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| **4/24/2026** | Julia NICHOLS | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Julia NICHOLS |

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| **5/2/2026** | Julia Ranger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Julia Reidlinger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Julia Robinson | Dear CTRMA Board Members,  I am a lifelong Austinite, born in 1979, before MoPac expanded the first time to south Austin. Over the last 40+ years highway expansions have done little to ease congestion vs a similar investment in public mass transit and bike lanes. Austin needs lightrail, NOT more lanes on MoPac. This expansion threatens the heart of what makes this city so beloved, our natural spaces right in the heart of downtown.  <br />We've fought battles over many decades to ensure the continued health of Barton Springs, the Edwards Aquifer, the Greenbelt, the Salamander, all of which are already struggling. Adding onto 8 lanes of traffic will make the noise and pollution unbearable. When our natural spaces offer no refuge to animals and humans, we have lost the entire point. We live in a community to maintain and improve the quality of life for all, not the legions of cars that continue to multiply without the right incentives to reduce the use of single occupancy cars.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  I demand CTRMA conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  From a native Austinite, exhausted from the traffic that's prioritized over quality of life.  Julia Sincerely,  Julia Robinson |
| **5/3/2026** | Julia Robinson | Dear CTRMA Board Members,  I am a lifelong Austinite, born in 1979, before MoPac expanded the first time to south Austin. Over the last 40+ years highway expansions have done little to ease congestion vs a similar investment in public mass transit and bike lanes. Austin needs lightrail, NOT more lanes on MoPac. This expansion threatens the heart of what makes this city so beloved, our natural spaces right in the heart of downtown.  <br />We've fought battles over many decades to ensure the continued health of Barton Springs, the Edwards Aquifer, the Greenbelt, the Salamander, all of which are already struggling. Adding onto 8 lanes of traffic will make the noise and pollution unbearable. When our natural spaces offer no refuge to animals and humans, we have lost the entire point. We live in a community to maintain and improve the quality of life for all, not the legions of cars that continue to multiply without the right incentives to reduce the use of single occupancy cars.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  I demand CTRMA conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  From a native Austinite, exhausted from the traffic that's prioritized over quality of life.  Julia Sincerely,  Julia Robinson |
| **5/3/2026** | Julia Ruth | I DO NOT support the mopac toll expansion project. I support protecting Barton Springs from possible harm. |

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| **3/24/2026** | Julia Sykora | Hello,<br><br>I'm writing today in opposition of the proposed Mopac expansion.<br><br>I've lived in Austin for the past 6 years. I moved here from Dallas in search of more green spaces and access to nature. Barton Springs is one of the precious resources that makes Austin beautiful: not only providing a habitat for Austin's wildlife, but also granting the wider Texas community (Austinites, as well as visitors from Central Texas and beyond) access to natural springs, places they can swim and enjoy the outdoors. The proposed highway expansion would cut through the Edwards Aquifer recharge zone, polluting this necessary resource to central Texas. Barton Springs and resources like it are one of the main reasons I moved to Austin!<br><br>As a resident, I do not want there to be an expanded highway near my home. It should be noted that expanded highways do not result in decreased traffic, which can be seen in other large cities such as Los Angeles. In addition to this, I live in the area between the intersections of Mopac, 290, and highway 71. There is already construction happening along 290 and 71. New construction on Mopac would mean traffic patterns would be disrupted in every direction from where I live. This causes a huge negative impact, not only on me and the residents of my neighborhood, but all people and businesses who work, live, or drive through this area.<br><br>I do not want my taxpayer dollars to fund a project that will not improve my life or Austin traffic, and directly harms the environment surrounding this area. The project I really want to see supports Austinites and decreases traffic: improved and accessible public transit throughout the city.<br><br>There are so many people and organizations that do not want to see this expansion to the Mopac highway. Please consider the needs of my fellow community members, as well as impacts on the environment, before pursuing a project like the Mopac expansion. This is really important to me; I have submitted an online comment, and wanted to send an email directly as well to make my opinion known. I will also be attending tonight's public hearing in person. I hope these requests by myself and others have an impact on the plans, as the proposition has greatly impacted us as well.<br><br>Thank you for your time and consideration.<br><br>Best,<br>Julia Sykora |

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| **3/24/2026** | Julia Sykora | Dear CTRMA Board Members,<br><br>Hello,<br><br>I'm writing today in opposition of the proposed Mopac expansion.<br><br>I've lived in Austin for the past 6 years. I moved here from Dallas in search of more green spaces and access to nature. Barton Springs is one of the precious resources that makes Austin beautiful: not only providing a habitat for Austin's wildlife, but also granting the wider Texas community (Austinites, as well as visitors from Central Texas and beyond) access to natural springs, places they can swim and enjoy the outdoors. The proposed highway expansion would cut through the Edwards Aquifer recharge zone, polluting this necessary resource to central Texas. Barton Springs and resources like it are one of the main reasons I moved to Austin!<br><br>As a resident, I do not want there to be an expanded highway near my home. It should be noted that expanded highways do not result in decreased traffic, which can be seen in other large cities such as Los Angeles. In addition to this, I live in the area between the intersections of Mopac, 290, and highway 71. There is already construction happening along 290 and 71. New construction on Mopac would mean traffic patterns would be disrupted in every direction from where I live. This causes a huge negative impact, not only on me and the residents of my neighborhood, but all people and businesses who work, live, or drive through this area.<br><br>I do not want my taxpayer dollars to fund a project that will not improve my life or Austin traffic, and directly harms the environment surrounding this area. The project I really want to see supports Austinites and decreases traffic: improved and accessible public transit throughout the city.<br><br>There are so many people and organizations that do not want to see this expansion to the Mopac highway. Please consider the needs of my fellow community members, as well as impacts on the environment, before pursuing a project like the Mopac expansion. This is really important to me; I have submitted an online comment, and wanted to send an email directly as well to make my opinion known. I will also be attending tonight's public hearing in person. I hope these requests by myself and others have an impact on the plans, as the proposition has greatly impacted us as well.<br><br>Thank you for your time and consideration.<br>For the love of water in Central Texas,<br><br>Julia Sykora |
| **3/24/2026** | Julia Sykora | I'm disappointedly by this hearing because it doesn't create a platform where community members can share their opinions with a full panel of officials and be heard by the rest of the community. I'm opposed to this expansion because even though environmental impacts can be "mitigated," the damage to the surrounding area and aquifer cannot fully be prevented. By the time damage is done to the aquifer it is too late to prevent it. This is a vital resource to Austin residents and wildlife that cannot afford to be damaged. Highway expansions are not effective in lowering traffic. Public transit lowers traffic. It's unreasonable to have construction in progress on 35, 290, 71, and MoPac, and has a negative impact on the environment, residents and businesses. Austin residents have opposed plans to expand and alter MoPac for years! We deserve to be listened to. |

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| **3/24/2026** | Julia Sykora | I've lived in Austin for the past 6 years. I moved here from Dallas in search of more green spaces and access to nature. Barton Springs is one of the precious resources that makes Austin beautiful: not only providing a habitat for Austin's wildlife, but also granting the wider Texas community (Austinites, as well as visitors from Central Texas and beyond) access to natural springs, places they can swim and enjoy the outdoors. The proposed highway expansion would cut through the Edwards Aquifer recharge zone, polluting this necessary resource to central Texas. Barton Springs and resources like it are one of the main reasons I moved to Austin! As a resident, I do not want there to be an expanded highway near my home. It should be noted that expanded highways do not result in decreased traffic, which can be seen in other large cities such as Los Angeles. In addition to this, I live in the area between the intersections of Mopac, 290, and highway 71. There is already construction happening along 290 and 71. New construction on Mopac would mean traffic patterns would be disrupted in every direction from where I live. This causes a huge negative impact, not only on me and the residents of my neighborhood, but all people and businesses who work, live, or drive through this area! I do not want my taxpayer dollars to fund a project that will not improve my life or Austin traffic, and directly harms the environment surrounding this area. The project I want to see to support Austinites and decrease traffic is improved and accessible public transit throughout the city. There are so many people and organizations that do not want to see this change. Please consider the needs of my fellow community members, as well as impacts on the environment, before pursuing a project like the Mopac expansion. Thank you |
| **4/29/2026** | Julia Sykora | The 2026 “State of the Air” report gave Austin an F rating for ozone pollution, with poor ratings for short-term particle pollution and annual particle pollution. The Mopac South expansion research indicates that there would be “no significant impact” on pollution, air quality, and more. However, this is not possible given that any road expansion would impact both traffic and air pollution. Not to mention the water pollution that would occur from a project occurring immediately over Barton springs and the Edwards aquifer recharge zone. It is of paramount importance that an EIS is conducted on this project before any additional steps are taken. Without doubt, more traffic results in more pollution. |
| **5/3/2026** | Julia Sykora | Dear CTRMA Board Members, The projected expansion would only save 6 minutes of driving time. How is that a significant benefit to Austin drivers, especially after the 5-7 year construction period? <br /><br /> Consider also the concept of induced demand: we can see many examples in large American cities where highway lanes are expanded to their greatest, and traffic wait is either the same or worse! <br /><br /> At this time, mopac has an optional toll lane. Increasing toll lanes will be inequitable for Austin drivers. And CTRMA will use the money from the tolls to repay its construction. This means CTRMA would need to incentivize drivers to use the toll lanes: providing a less desirable experience to toll-free drivers. And with toll costs inaccessible for Austin residents,  this wouldnt be fair  Respectfully, Julia Sykora |
| **5/3/2026** | Julia Sykora | Dear CTRMA Board Members, The Mopac expansion will cause damage to parks and creeks and worsen air quality in the surrounding areas. This project will involve drilling around the Edwards Aquifer, putting at least four endangered species at risk, and impacting water quality in Barton Creek and Ladybrid Lake. The impact is undeniable. CTRMA is attempting to hasten approval by "finding no significant impact" in their Environmental Assessment. The National environmental policy act requires a full Environmental Impact Statement for larger projects such as this one which will cause significant impact on one of Texas' most important resources: the Edwards Aquifer     Respectfully, Julia Sykora |

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| **5/3/2026** | Julia Vishnepolsky | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Julia Vishnepolsky |
| **3/19/2026** | Julia Watkins | None of the above |
| **5/1/2026** | Julia Watkins-Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Julian Felix | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Julian Felix | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Julian knox | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Julian knox |

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| **5/3/2026** | Julian Louviere | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Julian Louviere |
| **5/3/2026** | Juliana Acosta | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Juliana Acosta |

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| **3/26/2026** | Juliana Boswell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Juliana Boswell |

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| **3/26/2026** | Juliana Boswell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Juliana Boswell |

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| **4/28/2026** | Juliana Strickland | Dear CTRMA Board Members,<br><br>I truly believe that adding unnecessary lanes to Mopac will threaten the culture of Austin and moving through with the expansion will signify the collapse of what Austin has represented for decades. Austin is a city of both innovation and care — of both technology and nature. This is what makes Austin different than any other city in Texas. This is what makes Austin the best city in Texas.<br><br>Highway expansion is an incredibly dated and harmful solution to a problem that requires modern innovation. This is what Austin SHOULD excel at, and yet we are stuck in the past.<br><br>When you think of a city with a 14 lane highway, you think of Houston, a city known for its 24-hour-a-day traffic. Austin is not Houston, and that is what makes Austin great.<br><br>When you look at how other large, influential cities are expanding, you don't see the addition of multiple highway lanes. Instead, you see metros, streetcars, subways, the expansion of public transportation, increase of walkability. Austin can do this and do it BETTER. Austin can do this and make it Texas.<br><br>Personally, I absolutely do not want added lanes to Mopac. I think that Mopac traffic is completely reasonable the vast majority of the time and does not necessitate up to 8 added lanes. I do not think that 4 years of construction traffic is worth the 5 minutes of time the lanes would save during rush hour. Not to mention that highway construction ALWAYS takes longer than the intended time frame, so it would likely take 7-8 years instead of 4. There are also proven mathematical equations that highway expansion actually makes traffic WORSE over time and to go through with this is to blatantly ignore fact and knowingly make things worse for Austinites both before and after the 5 years of slight ETA improvement.<br><br>Also, I enjoy kayaking on Lady Bird Lake and walking on the pedestrian bridge under Mopac, and both of these would be |

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| | | disrupted for years during the construction of these lanes. Additionally, once they are built, the added highway sounds will greatly diminish the enjoyment of these outdoor activities.<br><br>None of this has even touched on the environmental impact. Like I said before, Austin is known as a city where people enjoy life. By expanding Mopac, you severely impact the water and soil quality as well as put thousands of organisms at risk. I LOVE and greatly care for nature and animal life in Austin, and an improvement of 5 minutes on a drive is not worth the harmful impacts on animal, plant, and human lives.<br><br>For a more in-depth and less personalized version of these issues, please read below.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution. |

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| | | * Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin’s environment, public health, and community life.<br><br>Sincerely, and with true concern,<br><br>Juliana Strickland |

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| **4/23/2026** | Julie Casey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/1/2026** | Julie Fisher | Hi James,<br><br>My name is Julie Fisher and I'm the CEO of The Trail Conservancy. We are the non-profit whose mission is to protect, enhance, and connect the Ann and Roy Butler Hike-and-Bike Trail for the benefit of all.<br><br>We compiled the attached letter outlining our comments regarding the Mopac South Project. I've also included a couple of supporting documents: the Butler Trail Detour Guidelines and the Butler Trail Safety and Mobility Study.<br><br>Thank you for reviewing our comments. Feel free to reach out if you have any questions!<br><br>Julie<br><br>Happy Trails!<br><br><<Attachment>> |

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| **4/21/2026** | Julie Frazer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Julie Hill | Following the Austin City Council's unanimous passage of RESOLUTION NO. 20260423-064, I urge CTRMA to complete a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile South MoPac expansion/widening project. Everything about this sounds like it will ruin one of the most special areas of downtown Austin in favor of a minor improvement for traffic. We should learn from other cities who have ruined their waterfronts in favor of car traffic. The Draft Environmental Assessment concludes the project will have "no significant impacts," yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Further, the disruption to daily commuters, including families and school children, has not been adequately studied or addressed. There are many impacts that a massive-scale road construction project will likely have on our environment and our community. I'd like to outline them below: The proposed expansion would bring years of construction-related noise, air pollution, water pollution, traffic disruption, and loss of access to some of Austin's most heavily used public spaces. The corridor runs near or over Lady Bird Lake, Deep Eddy Pool, Barton Springs Pool, Zilker Park, Austin High School, the Butler Hike-and-Bike Trail, the Barton Creek Greenbelt, the Edwards Aquifer recharge zone, and residential neighborhoods from Enfield Road to Slaughter Lane. These are not peripheral spaces. They are central to daily life in Austin. The effects on Austin High School and nearby neighborhoods are especially concerning. Students use outdoor areas adjacent to and underneath MoPac for sports, band, PE, and other daily activities. Increased construction noise, dust, diesel exhaust, and long-term traffic pollution would directly affect young people, who are particularly vulnerable to air pollution, including fine particulate matter. The Draft Environmental Assessment does not adequately address these daily, cumulative impacts on students, families, commuters, and surrounding neighborhoods. The water-quality risks also deserve a far more rigorous review. Expanding pavement by approximately 110 acres and increasing roadway capacity would increase polluted stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other contaminants into a sensitive watershed. The corridor crosses or affects Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain toward the Barton Springs segment of the Edwards Aquifer. In a karst aquifer system, contaminants can move rapidly through recharge features with limited natural filtration, creating direct risks to Barton Springs and the aquifer that sustains it. Those risks also extend to endangered species. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health, flow, and water quality of the aquifer. The Austin Blind salamander exists nowhere else. These species require clean, well-oxygenated water and stable spring flow; even small changes in sediment, groundwater chemistry, contaminants, or flow patterns can threaten their survival. A finding of "no significant impacts" is not adequate without a full analysis of cumulative and long-term effects. The scale of the proposed widening is itself a major concern. In some areas, MoPac could expand to as many as 13 to 18 total lanes, dramatically increasing pavement, elevated structures, runoff, noise, and air pollution in one of Austin's most environmentally sensitive corridors. Construction and widening would also affect major public trails and park connections, including the Butler Hike-and-Bike Trail, the Roberta Crenshaw Pedestrian Bridge, connections around Lady Bird Lake, Zilker Park, and access to the Barton Creek Greenbelt. These trails and parks are used daily by thousands of residents, students, cyclists, runners, and families. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. Since then, the Edwards Aquifer and Barton Springs watershed have only become more stressed by drought, rapid population growth, roadway pressure, and expanding development. That makes a full Environmental Impact Statement even more necessary now, not less. A full EIS is needed to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, analyze construction-related disruption to schools, neighborhoods, trails, parks, and commuters, examine less damaging alternatives, and ensure meaningful public participation before irreversible decisions are made. For many of us who live here, Barton Springs, the Greenbelt, Lady Bird Lake, Zilker Park, the nearby schools, and the Edwards Aquifer as Austin's underground beating heart are part of the daily life and identity of this city. These are the places where families gather, where students grow up, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing through the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| **5/3/2026** | Julie Holguin | NO TO THE MOPAC TOLL EXPANSION! |
| **3/18/2026** | Julie Hudnall | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, |

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| | | runners, and families and are central to Austin’s outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Julie Hudnall |

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| **4/21/2026** | Julie Lack | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Julie LaForest | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Julie Laforest | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Julie Moore | If we want to keep Audtin a place where people and animals and plants can actually thrive, we meet to protect the things that actually live here. Don't expand mopac!!! |
| **5/3/2026** | julie sarmiento | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Julie Shannan | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/1/2026** | Julie Unruh | Don't throw away precious funding on a future in which there are no workable alternatives to single driver cars, and in which we've killed our environment. Nobody wants that future. Expanding highways is irresponsible and cruel: it does not improve congestion, negatively impacts surrounding communities, and promotes rapid environmental destruction in a multitude of ways beyond the well known (such as creating tire particles that disrupt the reproductive cycles of fish: google it). HIghways increase human diseases (surely you don't need to google that one), in addition to just being aesthetically disruptive and sonically disruptive. A full Environmental Impact Statement has not been provided, but CTRMA has laughably claimed there will be no environmental impact. Being willfully ignorant of the many detrimental and horrifying effects that expanding Mopac will have serves nobody,<br><br>There are too many reasons to list why highway expansion is shortsided. Did I mention that it won't work? The data is solid on that (google it). Unquestionably, the money would be more responsibly spent on improving bikeability, walkability and mass transit. We need functional rail and safer bike lanes urgently. We don't need yet another misguided, expensive, destructive highway expansion project that's doomed to fail before it's begun. I vehemently oppose going forward with the proposed plan.<br><br>Thank you,<br><br>Julie Unruh |

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| **4/17/2026** | Julieta Turincio | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Julieta Turincio |

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| **5/3/2026** | Juliette Ramirez | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Juliette Ramirez |

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| **4/23/2026** | Julissa Ramos | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Julissa Ramos |

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| **4/23/2026** | Julissa Ramos | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Julissa Ramos |

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| **5/3/2026** | Jullian Thomas | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully & graciously, Jullian T. |

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| **5/3/2026** | June Eickholt | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, June Eickholt |

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| **4/26/2026** | June Fucik | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>June Fucik |

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| **4/23/2026** | June Ligon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Justin Clowers | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Justin Clowers |
| **5/3/2026** | Justin Deatherage | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Justin Deatherage |

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| **4/28/2026** | Justin E Brodnax | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Justin Faure | I have concern of the proposed toll lane expansion for Mopac. Our freeways do not need additional tool lanes. Toll lanes do not alleviate the burden of traffic, and will only increase the cost of Mopac users over time to reach destinations in a sufficient time. |
| **5/3/2026** | Justin Hoglan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Justin Hoglan | Dear CTRMA Board Members, <p data-start="120" data-end="304">I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. <p data-start="306" data-end="515">The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. <p data-start="517" data-end="776">• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. <p data-start="987" data-end="1230">• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. <p data-start="1232" data-end="1454">• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. <p data-start="1656" data-end="1913">• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. <p data-start="1915" data-end="2063">• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. <p data-start="2306" data-end="2499">• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. <p data-start="2712" data-end="2935">• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.  <p data-start="2937" data-end="3189">• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. <p data-start="3375" data-end="3535">• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. <p data-start="3537" data-end="3695">The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. <p data-start="3982" data-end="4260">For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity |

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| | | of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. <p data-start="3982" data-end="4260">  <p data-start="3982" data-end="4260">CONSIDER THE FOLLOWING IN YOUR ASSESSMENT:      <div id="0" class="EditorClass ___ok1c3p0 ftgm304 fr7e4de f1ids18y f1ohdurq f1fa7rqs f1ee13vk fkhj508 f1hu3pq6 f11qmguv fly5x3f f1g0x7ka fhxju0i f1qch9an f1cnd47f f19f4twv f1tyq0we fz5stix g7toD" tabindex="-1" role="presentation" aria-multiline="true" aria-readonly="true" aria-label="To: Mama Cita Chula Cell <hernandez_sophia@outlook.com>"><span class="lpcWrapper lpcCommonWeb-hoverTarget container-196" tabindex="0" role="button" aria-label="Mama Cita Chula Cell <hernandez_sophia@outlook.com>" data-lpc-hover-target-id="lpc-react-target-2" aria-haspopup="dialog" data-is-focusable="true">Mama Cita Chula Cell?            <p dir="ltr" style="text-align: left; text-indent: 0px; margin: 0px;">Trees ?? <br />Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species); trees 4"–19" at 3:1. All plantings must be native or regionally adapted with an 85% survival maintenance plan. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Parkland  ?? <br />Adjust alignments to avoid parkland encroachment. Restrict construction materials and trucks to beneath the highway near Zilker Park and the three other impacted parks. Fund full restoration where impacts are unavoidable. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Capital Improvement Reimbursement  ?? <br />Fund new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Noise Walls  ?? <br />Hold a design workshop with EGA before finalizing plans. Install high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Open Space Fund  ??<br />Provide $35M in mitigation funding to the City of Austin, restricted to land acquisition over the Edwards Acquifer Recharge and Contributing Zone to protect water quality and assist with flood mitigation. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Permanent Green Space Fund  ??<br />Add a |

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| | | voluntary $0.10 per toll transaction in perpetuity, with an escalation clause, to fund ongoing environmental mitigation and green infrastructure.          <p data-start="3982" data-end="4260">   For the love of water in Central Texas,  Justin Hoglan |

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| **5/3/2026** | Justin Maslowski | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Justin Maslowski |
| **4/17/2026** | Justin Nolan | I am strongly against any new changes that cut off access from MOPAC to bee caves. The current the proposal removes the direct southbound toll lane exit at Bee Caves, which many west-side residents rely on to get home. For years, Rollingwood and Westlake Hills have been asking for a more balanced solution — one that improves traffic without: -bypassing our local business district, -forcing traffic onto school and neighborhood streets, -creating dangerous weaving and merging patterns, -adding unnecessary noise and visual impact. I want a better design that keeps practical east–west access and takes the needs of west-side residents seriously. Thank you Justin Nolan |

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| **4/24/2026** | Justin Nolan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Justin Nolan |

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| **5/3/2026** | Justin Potter | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Additionally, adding more lanes is not going to fix traffic problems. This has been shown tine and tine again. The solution is to provide public transportation options to reduce the total number of cars on the road. <br /><br /> Please do not cause further harm to our fragile ecosystem and recreational spaces. My family loves to enjoy nature throughout zilker park and lady bird lake. We would love to hop on a train or bus to these places if that infrastructure was developed. Please at least do additional environmental impact studies. Talk to TPWD and ask them for input. Look into alternative solutions. Please do break our planter further. <br /><br /> Thank you for your time and thorough consideration. Respectfully, Justin Potter |

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| **4/29/2026** | Justin S. Garrett | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing.<br><br>— |

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| **4/18/2026** | Justin Scheibel | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/24/2026** | Justin Sibley | Dear CTRMA Board Members,<br><br>The only people in favor of this are those who stand to profit from this. Water is more important than minimizing traffic.<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Justin Sibley |

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| **4/29/2026** | Justin Spencer Garrett | My family and I drive this road everyday and this road improvement is way overdue. |
| **5/3/2026** | Justin Valdez | The “investment” of this new crossway is not nearly worth the degradation of the environment in that area. We want investment in ways to improve the environment and promote positive environmental interactions with the residents and visitors of Austin. |
| **5/2/2026** | Justin Wilkins | Greetings,<br><br>While I do think this should move forward, I also think there needs better connectivity at the Ben white, 290, 71 triangle. It’s a nightmare trying to go from mopac over to Ben white and vise versa. And not just during rush hour, but some how all day. There needs to be a dual lane entrance and exit ramps. It’s almost a non negotiable to put all this work into this corridor and it’s still a nightmare in this area.<br><br>Thanks!<br><br>Justin Wilkins<br><br>South Austin Resident<br><br>Sent from my iPhone |
| **3/24/2026** | Justin Word | As a regular user of the Mopac South corridor and a long-time Austin area resident, I fully support the implementation of the Mopac South project to provide mobility options and improve safety in the corridor. |

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| **5/3/2026** | Justina Gil | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Justina Gil |

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| **4/20/2026** | Justine Kies | Dear CTRMA,<br>I am mother in Austin who needs park and green space for my children. I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Justyn LeFebvre | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/19/2026** | K Key | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| **4/19/2026** | K Key | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/20/2026** | K. Blair Wright | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/17/2026** | Kade saucier | Please don’t expand the southern MoPac highway as i am genuinely concerned about it’s environmental impact. We need more sustainable forms of travel not more of the same old systems that serve the rich and pollute the environment. |
| **4/20/2026** | Kadenn Elder | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kaelin Crowley | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kaelin Crowley |
| **4/29/2026** | Kai Baird | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kai Gregg | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as |

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| | | we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kai Gregg |

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| **4/21/2026** | Kai Jaimes | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | kai Jaimes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Kaia Pierce | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Kaia Welch | STOP MOPAC EXPANSION |

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| **5/3/2026** | Kaila Graham | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kaila Graham |
| **5/3/2026** | Kaila Miller | I do not support the MoPac Expansion. It would ruin green areas key to the heart of Austin. This would forever change the city in a negative way |

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| **5/3/2026** | Kaiteo McDonald | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kaiteo McDonald |
| **5/3/2026** | Kaitlin Harris | Dear CTRMA Board Members, As a Texan and Austinite I am very concerned about the MoPac South expansion and the impact it would have on our community. The expansion would pave over 110 acres in one of Austin's most sensitive ecological zones,  threatening Barton Springs, the Edwards Aquifer, endangered salamanders, and the Greenbelt.  I urge you to conduct a full Environmental Impact Statement and not cut corners. Austites need a solution that protects our environment, our water and our neighborhoods. Sincerely, Kaitlin Harris |
| **5/3/2026** | Kaitlyn Agan | Protect Barton Springs! No highway expansion! |
| **5/3/2026** | Kaitlyn Bailey | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kaitlyn Bailey |
| **4/28/2026** | Kaitlyn Deckert | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/3/2026** | Kaitlyn Hornback | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Kaitlyn Hornback |
| **4/26/2026** | Kaitlyn Ludlow | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Kaitlyn Mazzarella | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Kaitlyn Mazzarella | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kaitlyn Mills | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kaitlyn Mills |
| **5/3/2026** | Kaitlyn Mills | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kaitlyn Mills |
| **5/3/2026** | Kaitlyn Speck | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Kaitlyn Speck |
| **4/28/2026** | Kal | Please don’t do it until 183 and 35 are complete. |

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| **5/2/2026** | Kalan Seewack | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Kaleb Bierman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kali Campbell | I oppose this project due to the environmental implications, destruction of Austin's well loved park areas, and potential that it will not yield a worthwhile result. Increased lanes induce more demand, resulting in only 5 minutes saved while creating 14 lanes of traffic, failing to solve long-term congestion. The project threatens the Edwards Aquifer recharge zone, risking toxic runoff into Barton Springs and harming endangered salamander species. This also would destroy trees, affect public parkland near Zilker Park, and create massive construction impacts for 6–8 years. I request a comprehensive environmental impact statement to study the environmental harm and exploration of alternative and sustainable solutions. |
| **4/28/2026** | Kali Carpenter | The Edwards Aquifer is vital to our ecosystem and our town. Do not touch it. The expansion is not worth the loss of local nature and culture. As austinites we cannot claim to push environmental protections and be a progressive City and then immediately choose to cut down what is beautiful because it can make profits or slightly convenience a few. |

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| **4/3/2026** | Kali Page | Adding car lanes has never been successful in reducing traffic but has time and time again shown to only increase demand until as bad or worse than before. TX Dot knows this (or they should if they have any civil engineering degrees amongst them) but would rather please politicians that get paybacks from those that profit from highway expansion. Focus on reliable, frequent transit and other alternatives to driving is the most effective way to reduce traffic times. Outside of the car/traffic issue, this expansion will likely negatively affect Barton Springs and it's recharge zone, which is already under threat from urban expansion and climate change. Why put a great natural resource under further strain for an outdated notion of the best method of transportation? Highway building and expansion is so 20th century and we should be working on better 21st century solutions. So TLDR: don't add more lanes please |
| **4/20/2026** | Kalpana Sutaria | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Kalynn Quinn | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Kalynn Quinn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Kameron Melik | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Kamila Mira | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Kamila Mira | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Kamryn Bryce | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Kamryn Lowery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kandace Walter | DO NOT BUILD TOLL ROADS ANYWHERE NEAR BARTON!! |
| **3/20/2026** | Kaomi M | I am submitting this comment in strong opposition to the proposed MoPac South expansion and any associated toll road development. This project threatens the Edwards Aquifer recharge zone, one of the most environmentally sensitive and essential natural resources in Central Texas. Water in Austin is not just a utility—it is a deeply valued and limited resource that sustains our communities, ecosystems, and way of life. We already face ongoing challenges during drought periods, with strained water supplies and heightened conservation efforts. Expanding roadway infrastructure in this area will only increase pollution, runoff, and the risk of long-term contamination to a system we are already struggling to protect. Beyond human impact, this development puts additional pressure on local wildlife and fragile ecosystems that depend on clean, stable water sources. It is disheartening to see decisions that could harm the very environment and animal species that make this region unique. We are at a point where environmental disruption is already severe. We should be prioritizing restoration and protection—not advancing projects that risk making these issues worse. Short-term traffic relief does not justify the permanent damage that could be done to our aquifer. I urge decision-makers to reject this proposal and instead invest in sustainable, environmentally responsible transportation solutions that protect our natural resources and reflect Austin's values. Austin's growth should not come at the expense of its most vital resources. Please say no to the MoPac South expansion. Thank you for considering my comment. |

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| **3/18/2026** | Kara Knoche | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Kara Timmons |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kara Timmons |

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| **4/23/2026** | Karen Psup | Dear CTRMA Board Members,<br><br>I write to convey my concern about the MoPac South expansion. It would have a bad impact on our water and other aspects that we highly value especially Barton Springs, the Edwards Aquifer, and Barton Creek Greenbelt. It will increase air pollution and imperil the unique ecosystem that sustains life in the MO-PAC SOUTH area.<br><br>FOR WHAT? A promised traffic benefit? New highways tend to get crowded soon after construction. From the start, this highway promise to save only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>Expanding the MO-PAC highway compels me to apppeal to you get a full Environmental Impact Statement and seek options that really protect water, wildlife, and neighborhoods. We need answers that reflect our values and protect our ecological and community heritage of our city.<br><br>Sincerely,<br><br>Karen Psup |

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| **4/21/2026** | Karen Blizzard | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Karen Blizzard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/16/2026** | Karen Brimble | Please find the Evergreen Austin letter and a tree planting guide attached.<br><br>Thank you!<br><br><<Attatchment>> |
| **4/20/2026** | Karen Brimble | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Karen Brimble | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/19/2026** | Karen Brimble | Central Texas Regional Mobility Authority (CTRMA)<br><br>Attn: Project Manager, MoPac South Project<br><br>3300 N. IH-35, Suite 300<br><br>Austin, Texas 78705<br><br>RE: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments<br><br>To the CTRMA Board and Project Leadership,<br><br>As a board member of Zilker 351 dedicated to the preservation and enhancement of Austin's most iconic urban greenspace, we are writing to formally request specific environmental mitigations and design commitments for the MoPac South Project.<br><br>As the project moves toward "Section 8.0 Post-Environmental Clearance Activities," we urge the CTRMA to integrate the following commitments into the final design and construction contracts to ensure the ecological and recreational integrity of Zilker Park is maintained.<br><br>I. Tree Canopy & Light Pollution Protections<br><br>With its dense collection of heritage oaks, pecans, and elms serves as a living symbol of Austin's commitment to balancing rapid urban growth with environmental preservation, Zilker Park's canopy is irreplaceable and should be protected or replaced at as a generous gesture of goodwill to our past and future commitment to the environment. Accordingly, we request: |

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| | | * Comprehensive Tree Replacement Funding: Mitigation funding for the loss of any tree displaced by the highway expansion, noise barrier footings, or shared use path construction, including replacement funding for trees between 4-19 inches in diameter being replaced in Zilker Park with native species at a 3:1 replacement ratio, and replacement funding for trees larger at or above 19 inches in diameter being replaced in Zilker Park with native species at a 4:1 replacement ratio. Additional details are set forth in the attached tree planting recommendations from TreeFolks (Exhibit A).<br><br>* Dark Skies Compliant Design: Implementation of advanced light shielding and full-cutoff fixtures to eliminate light trespass and preserve the night sky within Zilker Park.<br><br>II. Parkland Protections<br><br>To prevent encroachment of the MoPac South highway project into Zilker Park, we request:<br><br>* Encroachment Prevention: Adjust alignments and constructions methods to avoid parkland encroachment. Ensure that materials and trucks stay under the highway when near Zilker Park. Where impacts are unavoidable, provide compensatory land acquisition mitigation payments towards purchasing permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones. Incorporate an annual compliance check-in for three years after completion by the Environmental Compliance Manager after construction is completed to ensure SW3P and Edwards Aquifer Rules are continually met. Specific requirements are attached in Exhibit B.<br><br>III. Noise Abatement and Sound Mitigation<br><br>The introduction of express lanes and lateral expansion of the highway roadway creates a permanent increase in decibel levels that threatens the tranquility of Zilker Park. To mitigate these unpleasant environmental impacts, we request:<br><br>* Noise Workshop: A "Community Noise Workshop" to determine what noise abatement and sound mitigation measures are feasible for the portion of the South MoPac project extending through Zilker Park, with the leadership of Austin Parks and Recreation having the final vote for approving any noise abatement and sound mitigation measures, such as listed below. |

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| | | * Advanced Pavement Technology: The use of Permeable Friction Course (PFC) or Next Generation Concrete Surface (NGCS) throughout the Zilker Park corridor to reduce tire noise at the source.<br><br>* Noise Barriers: The installation of high-performance concrete or transparent noise walls along both the northbound and southbound sides of the project within Zilker Park boundaries to shield sensitive areas while maintaining visual connectivity where appropriate. The noise barrier mitigations are described in the “Traffic Noise Mitigations” slide of the MoPac South Environmental Study Public Hearing (www.mopacsouth.com/PH/2603 MPS PH Exhibits Virtual.pdf <http://www.mopacsouth.com/PH/2603%20MPS%20PH%20Exhibits%20Virtual.pdf> ) as extending 6,919 feet along both sides of MoPac South through Zilker Park.<br><br>* Path Intervention Designs: The use of advanced absorption and diffraction barrier designs, such as T-Top and Y-Top Caps atop noise walls, absorptive noise walls which "trap" and dissipate sound energy, or bio-based & green barriers which combine structural mass (to block sound) with thick vegetation or bio-materials that scatter and absorb higher frequencies where appropriate.<br><br>IV. Construction-Related Displacement & Public Health and Safety Mitigation<br><br>Construction of this magnitude will inevitably disrupt park access and usage. To mitigate these public health and safety impacts, we request:<br><br>* Capital Improvement Reimbursement: Funding for the implementation of infrastructure improvements [[identified in a local access study]] to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>* Ecological Restoration: The restoration of any parkland areas or roadways damaged or degraded by infrastructure improvements, such as environmental restoration and improvement of any relocated vehicle parking areas in Zilker Park that are used to replace existing dedicated parking areas used by visitors to Zilker Park.<br><br>V. Visual Impact & Active Transportation<br><br>To offset the visual blight of an expanded highway through the scenic Zilker Park and to mitigate disruption caused by the construction project, we request “betterment” funding for: |

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| | | * Elevated Shared Use Path (SUP): The construction of a dedicated, elevated SUP along Barton Springs Road alongside the northbound side of MoPac Freeway providing a grade-separated, safe crossing over Barton Springs Road. The location of the SUP should not interfere with the existing disc golf tees, fairways, and protective plantings along Barton Springs Road, and any displaced trees should be replaced in consultation with Austin Parks and Recreation. This will serve as both a safety feature and a signature "betterment" for the community.<br><br>VI. Non-Required/Discretionary Mitigation Requests<br><br>Beyond the required environmental commitments, we propose the following "context-sensitive" mitigations to further the CTRMA's mission of environmental stewardship:<br><br>* Aquifer Conservation Funding: Land acquisition mitigation payments totaling $25 million specifically designated for the purchase of permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones to offset the project's increased impervious cover, tree loss, water quality and air pollution degradation, and aesthetic and visual impacts of the highway construction project.<br><br>We look forward to seeing these mitigation commitments and related non-required betterments in the Section 8.0 documentation and final project schematic. We request a formal response regarding the inclusion of these items in the environmental record.<br><br>Sincerely,<br><br>Karen Brimble<br><br>Zilker 351 Board Member |

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| **4/20/2026** | Karen Farabee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. I look forward to you doing the right thing for Austinites, now and in the future. |
| **5/3/2026** | Karen Furey | I am writing to strongly oppose the proposed MoPac expansion. The plan to take approximately three acres of public parkland is unacceptable. These green spaces are not surplus land—they are essential environmental, recreational, and community assets that cannot be replaced once lost. This area supports the health of Barton Springs Pool, Lady Bird Lake, and the surrounding greenbelt ecosystem. The assertion that there will be “no significant impacts” is not credible. Removing parkland, increasing roadway capacity, and introducing additional runoff and pollution will inevitably degrade water quality, habitat, and the overall environmental integrity of this area. These impacts are cumulative and long-term. This proposal prioritizes short-term traffic relief over the preservation of irreplaceable natural resources. Once this land is gone, it is gone permanently. I urge you to reject this expansion and pursue transportation solutions that do not sacrifice Austin’s limited and vital parkland |

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| **4/23/2026** | Karen Grant | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br><br>***** I actually don't want Anything done to Mopac. I drive this stretch multiple times a week, and while it can be annoying at times, it is SOOOO not worth destroying that stretch of Austin to 'fix the annoyances'. It's just fine. Please reconsider everything you are planning. We don't need to "pave paradise to put up a parking lot." I'm sure there are minor improvements that can be made that won't endanger the parks, the aquifer, the environment-and won't cost as much. Surely, someone can care more and come up with a better solution. Thank you for your time. |

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| **5/3/2026** | Karen H. Clary | I do not support the use of an Environment Assessment (EA) to evaluate the environmental impacts of the proposed South Mopac Project. I request that CTRMA conduct an Environmental Impact Study (EIS) instead. I live in Travis Country, a neighborhood directly adjacent to the northeast side of the current MoPac/US 290 and Southwest Parkway intersection. Our neighborhood would be directly and adversely impacted by the proposed project. The proposed expansion of MoPac will greatly increase traffic noise, volatile (gasoline) air pollution from automobile exhaust and airborne particulate pollution, all of which will cause detrimental impacts to the health of us residents of the neighborhood. As I write this letter to you, I can hear the traffic noise from the MoPac overpass outside, even with with windows shut. On certain days in the winter, I can smell the vehicle exhaust (It's strong and already worrisome) coming off of MoPac and Southwest Parkway. I live 1/4 mile away from MoPac! I can only expect the noise and exhaust pollution to get much worse, and fear it will further erode my ability to enjoy my home and neighborhood, and threaten the value of my property. I do not believe that the significance any of these impacts have been adequately addressed as the National Environmental Policy act mandates. Before moving forward, I ask you to take a HARDER LOOK at this project, and conduct an Environmental Impact Study to adequately address all of the adverse impacts to our precious human and natural environment that I mention in this letter. Thank you for your consideration. |
| **5/3/2026** | Karen Habib | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Karen Habib |

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| **3/18/2026** | Karen Holocomb | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Karen Holcomb |
| **5/3/2026** | Karen Kelly | The city needs to do a comprehensive environmental study that includes what happens when I35 connects a to MoPac. There is no way that this massive project will alleviate traffic. I am completely opposed to to this plan and that y'all are hiding behind an incompetent pollution study. Don't destroy Barton Spring a green belt further!! |

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| **4/20/2026** | Karen Kocher | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project as well as some additional comment and concerns.<br>First, in alignment with Evergreen, I respectfully urge you to include at minimum the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>In addition, I strongly urge that<br>CTRMA should do EVERYTHING to prevent any degradation of water quality in the aquifer as a result of the project. Travel times for water entering the aquifer and discharging from Barton Springs ranges for hours to days along the footprint of the project. What are your spill plans for containment and treatment of spills during construction? Water quality controls during construction should be inspected and repaired at least weekly. Water quality controls during construction should be checked prior to expected rains of 1 inch and greater. Please have independent environmental inspectors on hand every day to examine the project.<br>Determine contributing drainage areas for all karst features along the proposed project and within 1 mile downstream of the project. Develop agreements with COA/Watershed and BSEACD to have their geological staff examine all karst features encountered during construction. Conduct subsurface geophysical investigations along the entire length of the project.<br>Important questions remain:<br>1. What are criteria to protect karst features found during construction.<br>So many karst features in, near and adjacent to the project footprint (Jones Sink and rest of Barton Cr downstream, Baby Fox Cave, Whirlpool Cave, Dick Nichols Park Cave, Buddy's Vault, Pipeline Sink and others nearby and others.<br>2. What percentage of impervious cover, existing and new will have water quality treatment and to what standard? At a minimum ALL the new impervious cover should be treated to 100% total suspended solids (TSS) removal. Existing impervious cover should be treated to 100% TSS removal as possible.<br>3. If CTRMA is using pervious pavement to as water quality treatment for TSS, how long pervious pavement is effective before it clogs. Is there a plan or schedule to revitalize the pavement after some period of time so it is again effective for TSS removal.<br>4. Are partnerships with COA being pursued to enhance water quality treatment in at least certain locations?<br>This project is extremely concerning because of the potential for irreparable damage to the land and water resources that we all know and love.<br>Sincerely,<br>Karen Kocher |

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| **3/12/2026** | Karen Kreps | Dear CTRMA Board Members,<br><br>I live on close to the area you are threatening to damage irrevocably. I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Karen Kreps |

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| **4/24/2026** | Karen Kreps | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Karen Kreps |

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| **5/3/2026** | Karen Kreps | A full EIS must be done! It is especially harmful to Barton Springs. Federal law mandates a full Environemtnal Impact Study. You must not ignore it. The public hearing and open house at Bowie HS was designed to divide and ignore questions and opposition to the massive highway footprint by spreading displays around the room, centralized discussion is prevented. People who won't ask questions can't hear questions for the group developers divide to conquer. Take cars off the road. Give people stress-free community. Look at alternatives. |
| **5/3/2026** | Karen Kreps | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Karen Kreps |
| **5/2/2026** | Karen Lee Hanson | Hi, my name is Karen Lee Hanson and I am calling to oppose the Mopac South expansion. I do not want a four-year construction that will add permanent increase in noise and emissions for our neighborhoods here in the Circle Sea area. I don't want to take away more trees. Mopac already did that with the last expansion and habitat along the freeway and I don't think that an average of five minutes commuter save time is going to be worth the amount of money and the environmental impact. So I am against this. I hope this public comment gets to you for the deadline of May 3rd and that you will take that into consideration. Thank you. Bye. |

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| **4/23/2026** | Karen Miller | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Karen Miller |

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| **5/3/2026** | Karen Miller | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Karen Miller |

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| **4/23/2026** | Karen Miller | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Karen Miller |

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| **5/2/2026** | Karen Moore | In regards to the Mopac South Expansion, Slaughter to Enfield<br><br>• I oppose the MoPac South expansion.<br><br>• I would like to see a full Environmental Impact Statement (EIS) so we fully understand the environmental impact.<br><br>• I would rather this money be used to support funding for rail, transit, and biking.<br><br>• I love visiting cities with a transit system with a large coverage of the community to get around. Sadly, the cities with good transit seem to be outside of Texas. Hmmmm 🤔. Perhaps we need to look inwards…<br><br>Thank you for your attention to these very serious concerns.<br><br>Sincerely,<br><br>Karen Moore<br><br>Austinite since 1993<br><br>Texan since birth |

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| **5/3/2026** | Karen Rascon | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Karen Rascon |
| **5/3/2026** | Karen Skloss | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Karen Skloss |

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| **4/20/2026** | Kari Wilson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Karin Richmond | This is just too massive, too expensive, and too terrible to the environment to justify a 5 to 10 minute decrease in travel time commutes. And once you go forward you'll never ever be able to get the pristine environment back, no matter how much you promise to mitigate your efforts. I perhaps could see the viability of one lane, both North and South like the design on the north side of the Colorado River. |
| **5/3/2026** | Karina Aguirre | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Karina Clark | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>I am a born and raised Austinite. Both my parents and my brother and sister-in-law were married at Zilker Botanical Gardens. My best friend was married at the Zilker Clubhouse and I was in her wedding. My husband plays sand volleyball several times a week at the Zilker Volleyball Courts. I have a very personal attachment and interest in ensuring Austin, Rollingwood, Zilker park area and the Edwards Aquifer are FULLY protected and are not affected due to any MoPac/Loop 1 expansion.<br>Thank you for your time and consideration. |

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| **4/20/2026** | Karina Gavin | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Karina Gavin |

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| **3/19/2026** | Karina Gavin | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Karina Gavin |

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| **4/21/2026** | Karinne Berstis | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Karinne Berstis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Karinne Pfeffer | I don't want Mopac expanded! We should use this money for a continuous pedestrian and cyclist path and investment in public transit. Expanding the highway worsens air pollution and undermines Austin's climate goals. |

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| **5/1/2026** | Kariss Cash | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Karissa Martinez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Karissa Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Karl Loftis | It sounds like a pedestrian/bicyclist ramp is proposed for the east side of MoPac, descending from crossing town lake to along Barton Springs Rd/MoPac feeder road, impacting a section of Zilker Park Disc Golf Course where holes 10, 11, and 12 are. This is a premiere course on Texas, played by over 100,000 people every year (UDisc stats plus estimates of non-UDisc users). Just like the City Parks department, these courses are treated dismissively by planes, over and over again. It is simply lazy planning to take out part of a park amenity that is used by so many people, rather than considering another alternative. Take Barton Springs Rd down to one lane instead. Or move the pedestrian/bicyclist path to the west side is MoPac instead. Do better. |
| **5/3/2026** | Karla Chirinos | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Karla Chirinos |
| **5/2/2026** | Karla Flores | No it'll kill all the beauty of the natural side of Austin |

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| **4/25/2026** | Karla Mireles | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Karleigh Lindsay | I love Barton Springs so much and think this poses too much risk to it. It's an important part of our community and a space that should be protected. I urge you to complete a full environmental impact statement. |

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| **4/21/2026** | Karlene Berger | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Karlene Berger |

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| **4/21/2026** | Karlene Berger | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Karlene Berger |

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| **5/1/2026** | Karlie Barnett | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. RECA writes in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **3/9/2026** | Karole Fedrick | I appreciate your efforts to reduce merging and weaving with the new project. You can do that right now on a portion of north-bound Mopac at Wm. Cannon.<br><br>Mopac northbound goes from two lanes to three where traffic from Davis Lane comes on to Mopac. Mopac remains three lanes handling traffic very well until it becomes an exit-only lane for Wm. Cannon. It is signed and painted to exit only. At the exit, the pavement becomes a third traffic lane again and remains a third lane until the 290 East exit.<br><br>The result is that cars in the right lane at Davis must merge into the left lane until we clear the Wm. Cannon exit, at which point we can move back into the third right lane. The road as is creates totally unnecessary merging and weaving.<br><br>The pavement is there. The only thing that needs to be done to already have a third lane is change the sign and repaint the surface. I expect that to be done during the nightmare that's coming with the expansion. I ask that we be given that third lane now. Reduce merging and weaving now. Make it safer for us now. Please.<br><br>Thank you |
| **4/20/2026** | Kary Mares | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Kasey Carroll | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Kasey Carroll |

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| **5/3/2026** | Kasey Delgado | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kasey Delgado |

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| **4/20/2026** | Kasi Moreno | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Kasi Moreno |

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| **4/20/2026** | Kasi Moreno | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Kasi Moreno |

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| **4/20/2026** | Kasia Fisher | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Kassie Gough | Save Barton Springs! Barton is an Austin staple that brings people in the community together. It is so important to Austin and should not be tampered with. |
| **5/3/2026** | Kat | Keep Barton Springs clean! |
| **5/3/2026** | Kat Brinkley | I strongly oppose the mopac expansion project. This is not a viable solution to traffic. |
| **5/3/2026** | Kat Broyles | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Kat Buchofsky | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Kat Butchofsky |

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| **4/22/2026** | kat butchofsky | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>kat butchofsky |

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| **5/2/2026** | kat butchofsky | Dear CTRMA,<br>Austin is losing its way and it hurts to see. I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kat Cornish | I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Kat Earhart | Please don’t ruin our city’s natural beauty |
| **4/21/2026** | Kat Fleming | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Kat Fleming | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Respectfully,<br><br>Kat Fleming |
| **5/3/2026** | Kat Phillips | Please find other solutions to traffic that don’t disrupt our fragile water supply and delicate ecosystem. |
| **5/3/2026** | Kat Villareal | SAVE OUR SPRINGS. We don’t need wider roads, we need SMARTER people making the roads!!! If yall just added more exits PASSED the bridge no one would be sitting in traffic all in the same freakin spot. |

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| **4/20/2026** | Kat Xiquin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/15/2026** | Kate Andrade | The current proposal which eliminates a toll exist at bee caves road ignores years of public feedback and comment. It would force residents to exit by schools and forces more traffic into dangerous weaving and merging patterns. Please listen to years of resident input and ensure that the design will not negatively impact residents and schools. There should be a toll exit that allows drivers to exit the toll lane at bee caves road. |
| **5/2/2026** | Kate Aoueille | Hello,<br><br>Please find attached Rowing Dock's formal feedback regarding the CTRMA proposed Mopac expansion. Please don't hesitate to reach out if you have any questions.<br><br>Sincerely,<br><br>Kate & Susan<br><br><<Attachment>> |

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| **4/20/2026** | Kate Bode | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kate Chrisco | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kate Chrisco |

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| **3/13/2026** | Kate Csillagi | Dear CTRMA Board Members,<br><br>You have the power to stop this abhorrent proposal from moving forward. As a resident of the affected MoPac South corridor, I walk and play with my dog right near Whirlpool Cave EVERYDAY. The number of recharge features and trees and critical green space that will be demolished and filled if this plan moves forward will devastate our aquifer and my personal favorite area of Austin. I am also a daily swimmer at Barton Springs. This project is less than a quarter mile from the gem of Austin, and I will do anything in my power to protect it. You should too. As a board that seeks to find transit SOLUTIONS that take into account the long term viability of our region, you have a responsibility to seek alternatives when a plan is short sighted.<br><br>I VEHEMENTLY oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. This conclusion is bonkers and completely unfounded in science. The assessment presents a litany of reasons why this proposal SHOULD NOT move forward, then seems to ignore that very fact.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day. |

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| | | The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. The power is in your hands to take a step back and require a FULL EIS. Please do the right thing for Austin and its inhabitants.<br><br>Respectfully,<br><br>Kate Csillagi |

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| **3/17/2026** | Kate Csillagi | Dear Members of the Central Texas Regional Mobility Authority Board, I am writing to strongly oppose the MoPac South expansion. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.7-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. And o substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow at temperatures between roughly 70 and 72 degrees Fahrenheit, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor from six to eight lanes to as many as thirteen to eighteen lanes total in some places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2015, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as |

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| | | we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Kate Csillagi |

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| **4/26/2026** | Kate Csillagi | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Kate Csillagi |

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| **5/3/2026** | Kate Csillagi | Dear CTRMA Board Members,<br><br>Please find attached official public comments (round 2) submitted on May 3, 2026, regarding the proposed MoPac South expansion.<br><br>Our advocacy form indicates these comments were sent via email, however we are attaching them here to ensure they are received and included in the official record prior to the midnight deadline. Each submission includes a timestamp and the commenter's email address for individual confirmation and response.<br><br>Thank you for your time and for accommodating these submissions. Please let us know if we can provide any additional information or assistance.<br><br>Sincerely,<br><br>Kate<br><br>Kate Csillagi (She/Her)<br>Communications Director<br><br>Save Our Springs Alliance |

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| **5/3/2026** | Kate Csillagi | Dear CTRMA Board Members,<br><br>Please find attached official public comments submitted on May 3, 2026, by Austin residents regarding the proposed MoPac South expansion.<br><br>Our advocacy form indicates these comments were sent via email, however we are attaching them here to ensure they are received and included in the official record prior to the midnight deadline. Each submission includes a timestamp and the commenter's email address for individual confirmation and response.<br><br>Thank you for your time and for accommodating these submissions. Please let us know if we can provide any additional information or assistance.<br><br>Sincerely,<br><br>Kate<br><br><<Attatchments>> |

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| **5/3/2026** | Kate Csillagi | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February. The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate. The Barton Springs salamander and Austin blind salamander are under more pressure than ever. Rapid growth, shrinking habitat, and increasingly extreme weather tied to climate change are all closing in at once. On top of that, the Edwards Aquifer may be entering a drought unlike anything on record, pushing existing habitat protections to their limits. The proposed MoPac South Project sits right on top of the aquifer's recharge zone, essentially the lifeline for these species. This area isn't just important; it is everything. It contains all known habitat for the Austin blind salamander and is surrounded by nearly half of the known Barton Springs salamander sites. We now understand those "known" spots are just the tip of the iceberg, part of a much larger underground population that depends on connected, flowing water to survive. Construction in this zone is expected to affect water quality, which directly threatens that fragile system. Yet the scope of those impacts has not been clearly measured or meaningfully addressed. If we cannot even quantify the damage, it is not credible to claim there will not be significant harm. Put simply, this project adds another serious risk to species already under strain. That alone is reason enough to require a full environmental impact statement before moving forward. Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request. A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further. Kate Csillagi - Austin, TX 78749 |
| **5/3/2026** | Kate Csillagi | Hi, my name is Kate Chilie, K-A-T-E-C-S-I-L-L-A-G-E-I. I oppose the MopacSouth expansion. I am with Save Our Springs Alliance. You can reach me [redacted personal information]. |
| **4/29/2026** | Kate Davy | I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **4/21/2026** | Kate Houlihan | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Kate Houlihan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kate Houser | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/12/2026** | Kate Kirby | Dear CTRMA Board Members,<br><br>Having worked in local government, I get it. The challenges are complex, the solutions may not be sufficient, the resources are limited.<br><br>I moved to Austin in 2017 knowing that the traffic would be terrible for much of the afternoon and early evening. I knew that if I wanted to go north to south, I'd need to factor in more buffer time than I think I need. I know that not everyone has the luxory of factoring-in additional time. People need to get to work, appointments, pick up their kids from school.<br><br>In unsteady times, when businesses come and go, whole neighborhoods change in a matter of months, wars pop-up suddenly, the economy waivers on the brink of recession, people need a place they can reliably go to for rejuvination, peace, joy, and connection. Barton Springs provides that for the people of Austin. That no matter what happens in your personal life, your relationship, your neighborhood, the city, state, country, world, you have a place to go to just be. To be yourself. To be a part of something simple and beautiful. This is why I strongly believe we need to do whatever we can to protect Barton Springs, and the fragile ecoystem that sustains it, that sustains us.<br><br>I oppose the proposed MoPac South expansion and instead advocate for a lowbuild solution, that addresses the problems every fast-growing city has, while preserving that which sustains us: our natural habitat.<br><br>Below are some concrete examples of what is at stake. Please do everything you can to protect the lifeblood of this incredible city.<br><br>Thank you,<br><br>Kate Kirby |

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| | | • Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| | | • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For the love of water in Central Texas,<br><br>Kate Kirby |
| **5/2/2026** | Kate Kirby | Hi, my name is Kate Kirby, and I'm calling in opposition to the MOPAC expansion.I demand a full environmental impact assessment, and I'm advocating for protection of the aquifer,Barton Springs, our water, and the endangered species that this project would impact andharm.My name is Kate Kirby, and I'm at 78721.Thank you for taking this comment down. We really encourage you to thinkabout the future and think of this invaluable resource of water and thegathering place of Barton Springs and the diversity of ecosystems and thevulnerability of the aquifer. Thank you very much. |

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| **5/3/2026** | Kate Kirby | Hi, my name is Kate Kirby. I live in 78721, and I'm just calling to request a full environmentalimpact statement. I am opposed to the MOFAC extension, and Barton Springs is just a reallyspecial sacred place for me. It's one of the main reasons I moved to Austin, being arounda place that really has this high quality of life and green space and connection toand all the people it brings together such a diversity from all over the cityall walks of life all coming together in one place and making people feel asense of belonging in the city and you can look around and you know experiencethe togetherness at a time that's where that can be hard to find it's such animportant community gathering space and we need to do all we can to protect thisSo, yeah, I'm just calling to demand that vessel impact statement, and in protectionalso of the endangered species, and the protection of this vulnerable aquifer and this preciousgem.Thank you very much. |
| **5/2/2026** | Kate LeSueur | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Kate McConnell | My name is Kate McConnell and I have lived in Austin for 4 years. This is the place I have become an adult, and my community needs safeguards to make sure that nature in Austin continues to be there for us to enjoy. I demand the MoPac South project conduct a full Environmental Impact Statement. The current Environmental Assessment finding of “No Significant Impact” is dishonest. I support multi-modal regional planning, investment in public transit, and better walking and biking infrastructure in Austin. I support protecting what makes Austin unique: our water, wildlife, and citizens. |
| **5/3/2026** | Kate McConnell | I am against the expansion of pMOPAC and specifically think it’s horrible that there has been no care taken to protect our public lands affected by this road! To say there is no environmental impact is a load of crap! |

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| **4/29/2026** | Kate McKinzie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kate Mesches | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Kate Mesches |

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| **4/23/2026** | Kate Morales | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Kate nemec | Not only am I personally disappointed that this project is even being considered, I am also dumbfounded that nobody has seemingly realized the immense negative impact this project would inevitably have on the city, the wildlife, and those that have any intent on enjoying Austin. As a born and raised Austinite I can confidently say that ladybird lake and zilker park are the primary reasons I continue to live in Austin. It's hot and expensive and overrun with traffic. I have worked in the lake for around 5 years and can confidently say this is the draw of Austin. Without zilker and ladybird as they are, you are taking away the heart of Austin, and many peoples reason to live here or visit. This project also signals to those that live and work in Austin that they are unimportant compared to revenue and capital. I personally believe that if this project is even started, the city will irreparably damage the trust of its loyal residents and fall off anybody's radar. I love this city, I've left and come back, but without access to these public areas as it is now, there is not a lot keeping me here, and I'm not alone in that. The public spaces and incredible wildlife are what make Austin special, don't sacrifice those for the false hope of more money. |
| **5/3/2026** | Kate O'Occonor | Hi, my name is Kate O 'Connor-Snack. I'm a registered voter in Austin. I've signed a petition.The Mopac expansion is not good for the Springs. It's not good for the endangered species.It's not good for the people that walk here, that ride their bikes in Soka Park.And it's not good for the kids that go to Austin High because of the pollution that'sgoing to be generated by the project.Also, the more highway lanes you build, the more cars that will be and the more highwaylanes you think you need to build again.Again, this is Kate O 'Connor-Schnack.I have already signed a petition.I'm a registered voter in Austin, 712-326-4820.And again, Austin High polluted their lungs.The people that come to the springs,the springs is going to be affected,dried up, not dried up, polluted.And the endangered species, of course, are going to be gone.There's got to be a better way, maybe more bus lanes, maybe more a rail system sincethat seems to have stopped.Houston has one, Dallas has one, not sure about San Antonio.Anyway, we have got to stop this expansion because there'll just be more cars and thenyou'll want to expand again.Thank you, Kate O 'Connor-Schnack, and do not expand MoTAC.Thank you.It is May 3rd. |

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| **4/22/2026** | Kate Robberson | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Kate Robberson |

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| **4/22/2026** | Kate Shultz | I do not appreciate construction in my city that not only does a poor job of addressing mass transportation needs, but also will be detrimental to our environment.<br><br>We need a better traffic study to make these decisions. The current plan will create an even more chaotic situation. Young drivers at Austin High will be in danger with redirected toll lane traffic. Instead of making the situation worse, you need data on how Austinites use this space. Children also do sports there and inhaling particles from traffic can affect their health for life.<br><br>Water shortages are predicted to be extreme in the coming decades. Protecting our ground water is more important than ever. Protecting ground water also means protecting wildlife as these are ecosystems -- every party of the system relies on every other part.<br><br>Do better |

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| **4/22/2026** | Kate Stubbs | Dear CTRMA Board Members,<br><br>I am writing to oppose the MoPac expansion project and to request a full environmental impact assessment to be completed prior to considering approval.<br><br>I am an Austin native and longtime resident of South Austin. I grew up in Circle C ranch and have spent thousands of hours on the strip of MoPac affected by this project, so I am no stranger to the issues resulting in congestion on the highway.<br><br>The things that make Austin special are its natural spaces, its bountiful wildlife, and its beautiful views. All of which are at risk with this project. Austinites do not want 7 years of construction.<br><br>Please oppose this project and instead invest in public transportation throughout the city. Listen to the people who live here and use MoPac daily.<br><br>Thank you for your time,<br><br>Kate Stubbs<br><br>Respectfully,<br><br>Kate Stubbs |

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| **4/22/2026** | Kate Stubbs | Dear CTRMA Board Members,<br><br>I am writing to oppose the MoPac expansion project and to request a full environmental impact assessment to be completed prior to considering approval.<br><br>I am an Austin native and longtime resident of South Austin. I grew up in Circle C ranch and have spent thousands of hours on the strip of MoPac affected by this project, so I am no stranger to the issues resulting in congestion on the highway.<br><br>The things that make Austin special are its natural spaces, its bountiful wildlife, and its beautiful views. All of which are at risk with this project. Austinites do not want 7 years of construction.<br><br>Please oppose this project and instead invest in public transportation throughout the city. Listen to the people who live here and use MoPac daily.<br><br>Thank you for your time,<br><br>Kate Stubbs |

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| | | Respectfully,<br><br>Kate Stubbs |

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| **5/3/2026** | Kate Thomas | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Kate Thomas |
| **5/2/2026** | Kate Tomasino | $824 million. For 8 miles of road. No one wants this besides those who benefit financially. There hasn't been an adequate environmental impact study. The traffic reduction does not justify the price tag or the potentially negative impact to an environmentally senstive area. Zilker park, barton springs and endagered species in the area are way more valuable and important to Austin's identity than the modest to non-existant benefit of expanding MoPac. Not to mention health conerns surrounding Austin High School students during construction. If the impact of the $181M AISD deficit isn't enough, expansion of MoPac only adds insult to injury to AHS students. I am vehemently OPPOSED to the expansion of MoPac and if this ill-advised plan is set on proceeding, as a 22-year austin resident, I demand a thorough environmental and health impact study. |
| **5/3/2026** | Kate Tomasino | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kate Tomasino |

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| **5/3/2026** | Kate VanSkoy | My name is Kate VanSkoy. I'm a nativewe need to prioritize water and things that help humans over things that helpmachines like cars. If we need to lighten the traffic, which frankly, I drive in thetraffic, it's busy, but it's not impenetrable, okay? So we don't need to go on building moreand more and more and more and more and more roads, okay, in a city that doesn't need tocontinue expanding, to be honest, why don't somebody can build another city someplaceelse where there aren't the most vulnerable and beautiful water in the state, right here.The system of springs and underground water that is in this region has been home tohuman beings for longer than any other place that we know of in the Americas.So what are you guys doing exactly? Just totally disregarding that to build moreroads for more cars? Nobody wants that. Nobody wants that. That is, the onlypeople you're serving there are corporations, which in our system are people.So you need to stop that. Nobody wants it. Everybody hates you. Please stop. |
| **5/3/2026** | Kate Wade | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kate West | Hi, my name is Kate West. I am a resident of Austin and I have lived here for 17 years.The green belt around Mopac and Austin High and Barton Springs is the heart of our city.If this nature is impacted by a predicted sprawl of growth, it will negatively impact the health of our entire city.I'm asking and calling for a full environmental impact statement so that more research canbe done more thoroughly to investigate the true impact of urban sprawl and expandingMOPAC on the species, the trees, the waters, and all of this nature that needs to be protected.Thank you.Thank you.Thank you.Thank you. |

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| **4/20/2026** | Katelyn Begany | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Katelyn Begany | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Katelyn Begany |
| **5/3/2026** | Katelyn Henry | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Katelyn Henry |

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| **5/3/2026** | Katelyn Terry | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Katelyn Terry |

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| **3/17/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. This expansion has been discussed in the past and REJECTED because of the important environmental issues and Master Planning that has been completed by the City of Austin and the Regional Mobility Authority.<br><br>As has been clearly documented, creeks, recharge lands, and Greenbelt have been spirityal landmarks of indigenous communities for thousands of years and continues to define the character and spirit of our city. The body of knowledge outlines the rare relationship between water, geology, and community which includes significant caves, trails, threatened, rare and endangered species as well as archeological and acquatice sensitive regions that traverse the heart of this urban area.<br><br>The Draft Environmental Assessment is the wrong instrument to utilize in the envrionmental analysis of this proposed transportation project, regardless of the funding source (federal/state/private funds) . In error it concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. Given the documented fragile nature of this project site, that conclusion is inconsistent with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool.<br><br>The mitigation section of the EA document provides little-to-no effective protections of these natural features.<br><br>Construction Methods: Substantial constructiuon activities and expansion of pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. Suggested mitigation measures are uneffective.<br><br>T&E Species: The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Suggested mitigation measures are uneffective.<br><br>Cultural/Archeological: The study does not consider the following documented sites:Key Archaeological and Cultural Sites<br><br>Vara Daniel Site (Zilker Park): Located near the rugby fields north of Barton Springs Road, this is one of Texas's largest, most deeply stratified sites, with deposits 6 meters deep showing thousands of years of human activity.<br>Barton Springs Pool (Main Spring): A sacred site to indigenous groups and a historic swimming hole operating since the |

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| | | 1920s. The area is part of a sacred arc of four springs.<br>Eliza Spring (Concession Spring): Known for its amphitheater-style swimming enclosure from the early 20th century, now a habitat for the endangered Barton Springs Salamander.<br>Old Mill Spring (Sunken Gardens): Located on the south side of the pool, this site also features historic, now-closed 20th-century spring structures.<br>Spanish Mission Locations (1730–1731): Historical records indicate three Spanish missions were located here, though their precise locations are not finalized, notes this Reddit post.<br>Comanche Trail: A historic trail passing through the area.<br>Limestone Quarry (Walsh Family): Active in the 1860s near the shallow end of the pool, with documented fossil collection.<br>Suggested mitigation measures are unnamed.<br><br>Impacts of Increased Traffic Loads: Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. Suggested mitigation measures do not address increases in traffic load.<br><br>Community Impacts: The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are integral component of this community's daily life. This includes thousands of individual walkers, cyclists, runners, students, and families from across the region and throughout Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Suggested mitigation measures do not address community impacts.<br><br>Economic/Tourist Impacts: The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are integral component of the tourism draw of the City. This includes thousands of tourists who visit the City during events such as SXSW, ACL and hundreds of conventions througout the year. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter the appeal of Austin to many tourists. Suggested mitigation measures do not address disruption and affect on tourism.<br><br>Documentation of past opposition: Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project.<br><br>Today's Risks: The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>Proposed Project Requirements: A full Environmental Impact Statement provided by an independent third party not |

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| | | procured by CTRMA , would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>There is only ONE Barton Springs, and once it is gone, it's gone forever. The lessons learned from the depletion of the Blue Hole in the Wimberly area should be heeded.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Katerina Dittemore |

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| **4/23/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. This expansion has been discussed in the past and REJECTED because of the important environmental issues and Master Planning that has been completed by the City of Austin and the Regional Mobility Authority.<br><br>The Draft Environmental Assessment's finding of 'No Impact' lacks credibility and fails to account for the clear evidence to the contrary. Claiming 'No Impact' in this assessment is an oversimplification that ignores the reality of the project's environmental footprint.<br><br>Hundreds of comments have been submitted expressing concerns about impacts which include the following impacts expected by this project<br><br>This plan was rejected in 2015 due to impacts and this current proposed project activities have not substantially changed in size or capacity since 2015<br><br>The actual traffic numbers have actually reduced since 2015. The funds allocated to this project is not justified by the minimal amount of stated daily time savings of 20 minutes per auto. This project does not substantially reduce vehicle miles travelled or greenhouse gas emissions<br><br>This plan is not consistent with the City of Austin's adopted sustainability, mobility, and climate goals, including targets in the Austin Strategic Mobility Plan (ASMP) and the Austin Climate Equity Plan , the Watershed Protection Strategic PIan, and the Project Connect System Plan<br><br>The impacts to the environmentally sensitive Edwards Aquifer Recharge Zone, which serves as a crucial water source, providing CLEAN WATER flows to supports unique karst features and sensitive ecosystems, including Barton Springs and |

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| | | Cold Springs have not been adequately studied or documented in the draft EA report<br><br>The impacts to the critical habitat for several endangered and threatened species, including the Austin blind salamander, Barton Springs salamander, Bee Creek cave harvestman, tooth cave spider, golden-cheeked warbler, monarch butterfly, tricolored bat, and bracted twistflower have not been adequately studies or documented in the draft EA report<br><br>The impacts of increased sprawl, higher traffic volumes, and elevated levels of air pollution and carbon emissions have not been documented, nor has the critical impacts of these detrimental effects on respiratory and cardiovascular health of the population of the Austin High School .<br><br>The increased risk of causing Austin to reach the "nonattainment" designation by the degradation of air quality and the resulting financial burdens caused by this designation have not been adequately studied or documented in the draft EA report<br><br>The direct and severe impacts to adjacent City parkland and recreation facilities, including Zilker Park, Austin Nature and Science Center, Rowing Dock, Zilker Botanical Garden, Dick Nichols Park, Eilers (Deep Eddy) Park and Pool, Deer Park at Maple Run Preserve, Circle C Ranch Metropolitan Park at Slaughter Creek, Johnson Creek Greenbelt, Williamson Creek Greenbelt, the Barton Creek Greenbelt, the Violet Crown Trail, the Anne and Roy Butler Hike and Bike Trail, and the Balcones Canyonland Preserve have not been adequately studied or documented in the draft EA report<br><br>The breadth of available alternatives have not been adequately considered,  studied or documented in the draft EA report<br><br>These numerous, critical factors underscore the urgent need for the CTRMS to authorize a comprehensive Environmental Impact Statement. |

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| **4/23/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Katerina Dittemore |

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| **4/24/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>QUESTION: Why has the CTRMA Board/Program Managers decided that the impacts of this project are LESS THAN the impacts of Project Connect and the IH 35 Expansion Project. BOTH of those projects completed a full Environmental Impact Statement (EIS).<br><br>REGIONAL IMPACT INCOMPLETE: In addition, the section of the Environmental Assessment Draft Report fails to consider the impacts of connecting to SH45 and the additional connection of IH 35 to SH45 which will increase the pollution as more vehicles travel along the expanded MoPac from Slaughter Lane to Enfield. The project area should include Mopac from Enfield to SH45, SH45 from MoPac to IH35.<br><br>CONCLUSION: Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Katerina Dittemore |

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| **4/26/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Spring. These concerns are shared by numerous Austin neighborhood groups, the Travis County Commissioners Court, The City Council of the City of Austin, the Urban Transportation Commission of the City of Austin and hundreds of local citizens. TIME TO CHANGE COURSE NOW<br><br>Increased Polluted Runoff: More lanes mean more oil, heavy metals, tire particles, and chemical runoff washing directly into creeks and aquifer recharge features. Studies on SH 45SW construction found elevated polycyclic aromatic hydrocarbons (PAHs) and nitrogen levels in nearby waterways.<br><br>Warming Waters & Algae Growth: Increased heat from expanded pavement and congestion raises water temperatures, reducing oxygen levels and fueling harmful algae blooms—a growing problem already observed in Lady Bird Lake and Barton Creek.<br><br>Endangered Salamanders: Increased pollution and sedimentation will degrade the unique, spring-fed habitat of the Barton Springs Salamander and Austin Blind Salamander—species that exist nowhere else on Earth and depend on clean, consistent spring flow to survive. Changes in the water will clog their external gills with sediment and pollution destroys their limited habitats.<br><br>Pavement in a Grow Zone: The expansion will pave over 8 miles of undeveloped land, fragmenting essential green spaces and cutting off migration routes for native wildlife, including golden-cheeked warblers, Texas garter snakes, and bobcats.<br><br>Loss of Natural Filtration: Construction will require 35 foot easements on either side of the expansion, destroying thousands of trees and stripping away native vegetation that naturally filter and slow down runoff before it reaches the aquifer. Without these, contaminants move faster and deeper into our drinking water. |

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| | | Rare Cave-Dwelling Species: Excavation, blasting, and construction vibrations could collapse delicate karst caves that house endangered species like the Tooth Cave spider, Bone Cave harvestman, and Tooth Cave ground beetle, pushing them closer to extinction.<br><br>Disruption of Nesting & Breeding Sites: Noise, light pollution, and habitat destruction will impact breeding grounds for golden-cheeked warblers and black-capped vireos, species already struggling due to habitat loss.<br><br>Higher Risk of Toxic Spills: Expanding MoPac increases traffic and the likelihood of hazardous material spills directly over sensitive recharge areas. A single fuel or chemical spill could rapidly infiltrate the aquifer and contaminate Barton Springs.<br><br>Stormwater Risks: New pavement will create more impervious surface, intensifying stormwater runoff and overwhelming the already fragile watershed. In previous projects, such as US 183 expansion, increased runoff led to severe erosion and sediment buildup, clouding local waterways.<br><br>Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Katerina Dittemore |

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| **4/28/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the air quality and health impacts to students, teachers and staff at Austin High School and users of the recreational spaces adjacent to MoPac.<br><br>CTRMA has not sufficiently considered the following:<br><br>Environmental Protection Agency has recently strengthened the National Ambient Air Quality Standards for particulate matter (PM) 2.5 due to its harmful effects on respiratory and cardiovascular health, especially for children<br><br>Travis County's PM 2.5 levels already exceed the safe threshold of 9.0 micrograms per cubic meter, putting the region at risk of a "nonattainment" designation if air quality does not improve<br><br>Primary Air Quality Impacts: Direct Pollution Exposure: The proposed expansion includes lanes that would hang directly over the school, placing students at direct risk of breathing highway-generated pollutants daily.<br><br>Primary Air Quality Impacts: Increased Emissions: Critics argue that highway expansions lead to "induced demand," attracting more cars and increasing releases of nitrogen oxides (NOx) and volatile organic compounds (VOCs), which contribute to ground-level ozone (smog).<br><br>Primary Air Quality Impacts: Fine Particulate Matter (PM 2.5): Higher vehicle volumes are expected to increase airborne PM 2.5 from tailpipe emissions, brake dust, and tire wear. These particles are small enough to enter the bloodstream and are linked to respiratory and cardiovascular harm.<br><br>Primary Air Quality Impacts: Urban Heat Island Effect: The addition of 110 acres of new pavement may intensify local temperatures, which can exacerbate existing air pollution and heat stress for students |

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| | | Primary Air Quality Impacts: The proposed project will result in worsening air quality, further accelerating the climate crisis at a time when urgent action is needed. The addition of 110 acres of pavement will not only destroy green spaces but also intensify Austin's urban heat-island effect, making the city hotter, less livable, and more vulnerable to extreme weather events.<br><br>Primary Air Quality Impacts: Highway expansions, like this one, lead to increased vehicle miles traveled (for this project, a 331 million increase in VMT annually–equivalent to a single car traveling around the earth 13,000 times). Increased VMT means more cars on the road, more oil drilled, more fuel burden, and more tailpipe emissions, which releases harmful pollutants into the air like nitrogen oxides (NOx), particulate matter, and greenhouse gases. These pollutants degrade our air quality, create hotspots near the highway particularly the adjacent Austin High School, contribute to climate change, and exacerbate respiratory problems and cardiovascular conditions, particularly in vulnerable populations (think, children with developing lungs).<br><br>Primary Air Quality Impacts: It is disingenuous for CTRMA to state that air quality will improve over the lifespan of the project. This claim is not based on any design choice for the project; rather, it's based primarily on the presumption that vehicle fleets will transition to cleaner fuel technologies over time. While advancements in vehicle technology and stricter emission standards can reduce per-mile emissions, this assumption is entirely speculative and not guaranteed. Recent declines in electric vehicle (EV) sales after the expiration of federal tax credits demonstrate that rapid fleet transitions depend on external factors, not within the control of CTRMA or TxDOT. Given the State of Texas's proclivity to sue against federal regulations mandating the monitoring of highway-related emissions and the enforcement of federal vehicle emission standards, any reliance on the assumption of "cleaner cars" as a universal outcome lacks credibility and fails to account for the contested nature of these policies.<br><br>CONCLUSION: Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Respectfully,<br><br>Katerina Dittemore |

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| **4/28/2026** | Katerina Dittemore | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the air quality and health impacts to students, teachers and staff at Austin High School and users of the recreational spaces adjacent to MoPac.<br><br>CTRMA has not sufficiently considered the following:<br><br>Environmental Protection Agency has recently strengthened the National Ambient Air Quality Standards for particulate matter (PM) 2.5 due to its harmful effects on respiratory and cardiovascular health, especially for children<br><br>Travis County's PM 2.5 levels already exceed the safe threshold of 9.0 micrograms per cubic meter, putting the region at risk of a "nonattainment" designation if air quality does not improve<br><br>Primary Air Quality Impacts: Direct Pollution Exposure: The proposed expansion includes lanes that would hang directly over the school, placing students at direct risk of breathing highway-generated pollutants daily.<br><br>Primary Air Quality Impacts: Increased Emissions: Critics argue that highway expansions lead to "induced demand," attracting more cars and increasing releases of nitrogen oxides (NOx) and volatile organic compounds (VOCs), which contribute to ground-level ozone (smog).<br><br>Primary Air Quality Impacts: Fine Particulate Matter (PM 2.5): Higher vehicle volumes are expected to increase airborne PM 2.5 from tailpipe emissions, brake dust, and tire wear. These particles are small enough to enter the bloodstream and are linked to respiratory and cardiovascular harm.<br><br>Primary Air Quality Impacts: Urban Heat Island Effect: The addition of 110 acres of new pavement may intensify local temperatures, which can exacerbate existing air pollution and heat stress for students |

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| **3/24/2026** | Katerina Dittmore | I am opposed to project<br>I am surprised at the inadequacy of maps and environmental report |

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| **3/17/2026** | Katerina Rice Dittemore | I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. This expansion has been discussed in the past and REJECTED because of the important environmental issues and Master Planning that has been completed by the City of Austin and the Regional Mobility Authority. As has been clearly documented, creeks, recharge lands, and Greenbelt have been spiritual landmarks of indigenous communities for thousands of years and continues to define the character and spirit of our city. The body of knowledge outlines the rare relationship between water, geology, and community which includes significant caves, trails, threatened, rare and endangered species as well as archeological and aquatic sensitive regions that traverse the heart of this urban area. The Draft Environmental Assessment is the wrong instrument to utilize in the environmental analysis of this proposed transportation project, regardless of the funding source (federal/state/private funds) . In error it concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. Given the documented fragile nature of this project site, that conclusion is inconsistent with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The mitigation section of the EA document provides little-to-no effective protections of these natural features. Construction Methods: Substantial construction activities and expansion of pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. Suggested mitigation measures are ineffective. T&E Species: The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Suggested mitigation measures are ineffective. Cultural/Archeological: The study does not consider the following documented sites: Key Archaeological and Cultural Sites • Vara Daniel Site (Zilker Park): Located near the rugby fields north of Barton Springs Road, this is one of Texas's largest, most deeply stratified sites, with deposits 6 meters deep showing thousands of years of human activity. • Barton Springs Pool (Main Spring): A sacred site to indigenous groups and a historic swimming hole operating since the 1920s. The area is part of a sacred arc of four springs. • Eliza Spring (Concession Spring): Known for its amphitheater-style swimming enclosure from the early 20th century, now a habitat for the endangered Barton Springs Salamander. • Old Mill Spring (Sunken Gardens): Located on the south side of the pool, this site also features historic, now-closed 20th-century spring structures. • Spanish Mission Locations (1730–1731): Historical records indicate three Spanish missions were located here, though their precise locations are not finalized, notes this Reddit post. • Comanche Trail: A historic trail passing through the area. • Limestone Quarry (Walsh Family): Active in the 1860s near the shallow end of the pool, with documented fossil collection. Suggested mitigation measures are unnamed. Impacts of Increased Traffic Loads: Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. Suggested mitigation measures do not address increases in traffic load. Community Impacts: The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would |

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| | | impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are integral component of this community's daily life. This includes thousands of individual walkers, cyclists, runners, students, and families from across the region and throughout Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Suggested mitigation measures do not address community impacts. Economic/Tourist Impacts: The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are integral component of the tourism draw of the City. This includes thousands of tourists who visit the City during events such as SXSW, ACL and hundreds of conventions throughout the year. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter the appeal of Austin to many tourists. Suggested mitigation measures do not address disruption and effect on tourism. Documentation of past opposition: Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. Today's Risks: The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. Proposed Project Requirements: A full Environmental Impact Statement provided by an independent third party not procured by CTRMA , would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. There is only ONE Barton Springs, and once it is gone, it's gone forever. The lessons learned from the depletion of the Blue Hole in the Wimberly area should be heeded. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. |
| **5/3/2026** | Kateryna | NO to mogąc south highway!!! |

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| **4/20/2026** | Katharine Beisner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Katharine Kies | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Katherine | Adding more lanes to mopac is a waste of funds, time, and effort. If we add express lanes, the funds collected from the express lanes should be fully reinvested into the community, since it will add strain during construction and drain funds from individuals who would never see a benefit otherwise. |

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| **5/3/2026** | Katherine Byers | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Katherine Byers |
| **5/3/2026** | Katherine Cabrera | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Katherine Cabrera |
| **5/3/2026** | Katherine Crumpacker | Hi, my name is Katherine Crumpacker. I am a resident of Austin, Texas. I have lived here for almost 50 years.I want you to know that I completely oppose the MOPAC Highway Expansion Project that would further jeopardizeEdward's Aquifer and all the fragile, beautiful, and unique cave systems in Austin that wouldhave concrete poured into them and directly impact Austin's water supply, our endangeredspecies like the salamander, and part of what makes Austin so special, Barton Springs, allfor an estimated five minutes shaved off commuting traffic, but in the meantime adding an enormousamount of commute time for years. I don't like it. I don't want it. I don't acceptit. Don't do it. Please do not approve the MOPAC expansion project. Just get them outof the discussion and stand up for the water.Thank you. |

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| **5/3/2026** | Katherine Eisen | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I am a Capital Area Master Naturalist and so one of my main focuses is ensuring that EVERYONE has access to a safe and clean natural environment. The green spaces in Austin are what make the city what it is -- people move here to spend time outside. More days than not on my commute home I see people walking the trail around Lady Bird Lake, sharing community in a beautiful outdoor setting. My favorite days are spent walking, hiking, and swimming around Austin. My friends feel the same. There is so much diversity in the plant-life and animal-life in our natural spaces. Other cities don't have what we have. Our city was built on water - the river, the springs, the aquifer. Barton Springs is a treasure and MUST be protected. This project threatens the very being of what Austin is. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the |

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| | | middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Katherine Eisen |
| **4/12/2026** | Katherine Ervin Goldsberry | We do not need this expansion. It will also not have the benefits of reducing traffic along this corridor, if previous (and numerous) recent examples of Texas highway expansions in Texas are to show - Katy (i10), 290, I35. After years and years of construction that doesn't benefit the people living here, I would say the congestion is never worth the expansion. Do we really need more air pollution, noise pollution, and general construction activity in this environmentally sensitive area? No. We do not. I do not support giving more money for a subpar result that has the potential to damage a fragile ecosystem and waterway. |

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| **4/21/2026** | Katherine Huizar | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Katherine Huizar |

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| **4/24/2026** | Katherine Lain | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Katherine Lain |

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| **5/1/2026** | Katherine Lee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Katherine McChurch | As an Austin resident, I am strongly opposed to this project. We must protect Austin's natural beauty. |
| **4/2/2026** | Katherine Minns | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Ln and the Capital Metro bus stop (11241 Escarpment / South Bay). As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you for your time. |
| **5/3/2026** | Katherine Mullin | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Furiously, Katherine Mullin |

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| **4/28/2026** | Katherine Rowley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/16/2026** | Katherine Shriver | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Katherine Shriver |

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| **5/3/2026** | Katherine Strandberg | Dear CTRMA Board Members,  I am writing to share my concern about the MoPac expansion and the impact on our green space and water. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt.  The promised traffic benefit is only about five minutes across the full corridor, a meaningless gain. More to the point, I-35's expansion is already underway, as are investments to improve Austinites' use of public transit.  <br />I join other community members in urging CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely, Katherine Strandberg |
| **4/23/2026** | Katherine Strickland | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city’s cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Katherine Strickland |

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| **3/20/2026** | Katherine Tirado | i am against!!! |

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| **4/26/2026** | Katherine Vissio | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| **4/26/2026** | Katherine Vissio | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Katherine Vissio |
| **4/29/2026** | Katheryn Jager | The current expansion plan travels through our aquifer's recharge zone. As a resident of Travis County since 1991, I have watched more and more of our recharge zone get paved over. This is not only irresponsible, it is detrimental to our region at a time when growth is exceeding our ability to maintain our water supply. Additionally, sensitive species are threatened by the project. It should not proceed as it stands, and certainly without a full review by qualified experts in the aquifer, local flora and fauna, and our regional water needs. Thank you. |
| **5/2/2026** | Kathie Tovo | I'm writing in opposition to the Mopac South expansion project. It's bad for the aquifer, bad for air quality, bad for Barton Springs, bad for Austin High School, bad for wildlife, and bad for humans moving around our city. Please explore alternatives. |

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| **4/23/2026** | Kathleen Higgins | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Kathleen Higgins |

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| **4/28/2026** | Kathleen Sledge | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Kathleen Sledge |

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| **5/3/2026** | Kathleen Armstrong-Durfee | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kathleen Armstrong-Durfee |
| **3/9/2026** | kathleen deaver | I am all for finally improving MoPac South to move our growing population more efficiently. Would there be a bottleneck north of Cesar Chevaz going both north + south? I know it's already slow at peak times from Enfield, Windsor up to 183. |
| **5/3/2026** | Kathleen Hummer | I grew up in Houston and always dreamed about moving to Austin. Austin always seemed like the free spirited and nature loving city. I knew I belonged in a place like that. Austin has SO MUCH greenery compared to Houston. I fell in love instantly when I finally got to move here in my adult life. I have seen the city grow and grow and I fear it's too much. Especially now with a highway expansion project directly above an essential part of the Edward's Aquifer. I DO NOT WANT MOPAC EXPANDED AT ALL. This will truly ruin the cities beauty. I don't want to move out of Austin as I have dreamt of living here my whole life. The MOPAC expansion project is a big F you to the nature that makes this city. If the unnecessary MOPAC project is expanded, I have to think about the next best city for me. I love Texas, but not what we are doing to our natural land. SAVE OUR LAND! |
| **4/22/2026** | Kathleen Schneeman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kathleen Taylor | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kate Taylor |
| **5/3/2026** | Kathleen Thornberry | This project is a disaster that is not needed and it will have a huge negative impact on Barton Springs VOTE NO |
| **4/22/2026** | Kathleen Walsh | This expansion will negatively impact one and my community. I am a tutor and coach children and am extremely concerned about the health of people, espeically students @ Austin High School. PLEASE PLEASE PLEASE do a proper environemtal impact report! And please protect our home and ecosystem. |
| **5/3/2026** | Kathleen Weiler | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Kathleen Weiler |

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| **4/20/2026** | Kathleen Zarsky | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Kathrine gibson | If you do proceed with the project, I urge you to prioritize preserving access to and fully restoring the Violet Crown Trail, just as you plan to prioritize reopening the Butler Hike & Bike trail around Lady Bird Lake. Please also conduct a full Environmental Impact Study, which is essential considering the likely harm of this proposed expansion. |

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| **3/12/2026** | Kathryn Defee | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. And o substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow at temperatures between roughly 70 and 72 degrees Fahrenheit, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor from six to eight lanes to as many as thirteen to eighteen lanes in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2015, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Kathryn Defee |

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| **4/16/2026** | Kathryn Defee | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kathryn Defee |
| **5/1/2026** | Kathryn Flurry | Please consider implementing mitigating strategies such as preserving all trees 19” and up in diameter and “Replace removed trees at 4:1 (large) and 3:1 (mid-size), using native or regionally adapted species with an 85% survival plan. Additionally please consider funding replacement sidewalks, bike paths, and access points impacted by the project, installing high-performance or transparent noise walls in park areas without impacting views, providing $35 Million to Austin for land acquisition in the Edwards Aquifer, and taking a portion of any future tolls collected for environmental uses. |

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| **5/3/2026** | Kathryn Hernandez | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Kathryn Hernandez |
| **5/3/2026** | Kathryn Lovell | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kathryn Lovell |
| **4/23/2026** | Kathryn Moir | As an Austin citizen I oppose expanding the expressway at the expense of our essential local trails and nature. These spaces are what make Austin the beautiful place it is and even though traffic isn’t ideal I would rather deal with traffic than have our public access to nature impacted long-term. No to highway expansion, protect and preserve our natural spaces! |
| **4/23/2026** | Kathryn Moore | I use this portion of Mopac on an almost daily basis. I would rather sit in 10x the amount of current traffic than go through with a project like this that impacts our wildlife, walking trails, park access, and the things that make Austin, Austin. Please do not proceed with this. |

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| **4/20/2026** | Kathryn Puckett | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>I this is the worst possible option to relieve traffic congestion! An eight lane freeway through the center of the most beautiful, special part of Austin is a dumbfoundingly stupid idea. The damage to Zilker park, Barton Springs, Austin High School would be horrendous.<br><br>Respectfully, |

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| | | Kathryn Puckett |

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| **4/22/2026** | Kathryn Rodriguez | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Kristina Rodriguez |

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| **5/3/2026** | Kathryn Rogers | Dear CTRMA Board Members, <p data-start="120" data-end="304">I was born in Austin in 1981 and now live in northwest hills. My young children frequent the Austin nature and science center - I suspect the expansion will ultimately affect that property and the young lungs playing there. Obviously traffic is an issue, but in my opinion this "solution" is not worth the sacrifices necessary to execute this plan. At least provide a full environmental assessment before moving forward. It the Austin thing to do! I'll also add what others have mentioned: The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:  *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.  *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.  *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.  *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).  <p data-start="120" data-end="304">*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. <p data-start="306" data-end="515">The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. <p data-start="517" data-end="776">• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. <p data-start="987" data-end="1230">• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. <p data-start="1232" data-end="1454">• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. <p data-start="1656" data-end="1913">• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. <p data-start="1915" data-end="2063">• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. <p data-start="2306" data-end="2499">• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. <p data-start="2712" |

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| | | data-end="2935">• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.  <p data-start="2937" data-end="3189">• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. <p data-start="3375" data-end="3535">• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. <p data-start="3537" data-end="3695">The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. <p data-start="3982" data-end="4260">For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. Thanks for your consideration, Kathryn Rogers |

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| **5/3/2026** | Kathryn Rosenbluth | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Kathryn Rosenbluth |

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| **3/24/2026** | Kathryn Tuten | Dear CTRMA Board Members,<br><br>One of the greatest treasures of Austin is Bartons Springs & the Aquifers. Once it is destoryed its gone forever. No turning back. What will you tell your grandchildren?<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Kathryn tuten |

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| **4/20/2026** | Kathryne Bosco | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Kathy Carr | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I have also lived is SW Austin and drive that corridor almost everyday. The improvements envisioned would be a welcome respite. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **4/20/2026** | Kathy Gaillour | I am encouraged by the amount of work that has gone into the project so far and what has been provided to the public via hearings and this website. Having gone through the construction of the Slaughter/MoPac interchange I believe this is a project that will be managed as well as that one. During the Slaughter/MoPac project, the public was well informed, the construction appeared to be efficient and definitely the traffic was handled well during the project. Although that's a much smaller project than this one, if that's an indication of how well this one can go, then I feel confident in it all. I moved to Austin in 1971 and we're beyond the days of 'if they don't build it, they won't come'. They came, they're here and they're not going away. Let's do something now for our future. It's not clear to me in watching the fly through video that the frontage roads are new or the existing ones. I'll have to read more material to get my answer on that, because if new frontage roads will be built, I'm not sure that's necessary. That video was very instructive and helpful - it would be even more so if during the 'ride' the colors depicting the categories of roads were highlighted constantly with a translucent overlay. It was good to have the legend pop up every once in a while as it did though. I'm in favor of this project and I hope it clears the next hurdle to go through. |
| **5/3/2026** | Kathy Genet | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and |

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| | | neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Kathy Genet |
| **4/21/2026** | Kati Gregg | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Katia Pineda | Growing up in Austin I understand the importance Edward's aquifer plays in not only Austin's ecosystem, but central Texas as a whole. A large portion of Central Texas relies on this water source to sustain life. This is our drinking water and so much more. Texas and the US as a whole are currently experiencing some of the lowest recorded water levels in history. This is leading to many places experiencing or on the precipice of experiencing water poverty, where the prices of water are so high families are unable to afford it. Places like Barton springs only exist if Edward's aquifer is protected as the critical lifeline that it is. Our Texas ecosystem is precious, it is not to be taken for granted, or millions of us will not have the pleasure of enjoying water as a whole. We don't need more high ways, we need effective and sustainable development in public transportation to unify our community and save our water. |

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| **3/15/2026** | Katie Bailey | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Katie Bailey |

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| **4/28/2026** | Katie Cavanaugh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Katie Coleman | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Katie Coleman |
| **4/29/2026** | Katie Comer | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. Thank you, Katie Comer |

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| **4/21/2026** | Katie Conley | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br>Katie Conley |
| **4/21/2026** | Katie Conley | Dear CTRMA,<br>Please don’t ruin our beautiful city with more roads, noise, pollution and loss of parkland.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>- take care to limit light pollution<br>Thank you for your time and consideration.<br>Katie Conley |

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| **5/3/2026** | Katie Drackert | No expansion on Mopac South! The harm and stress it will cause to all beings and environments is not what we need! This is NOT desired by the people of Austin. Please do not follow through with this! |
| **4/22/2026** | Katie Duffy | Expanding MoPac is a costly step backward for Austin. Decades of transportation research show that adding highway lanes does not solve congestion—it induces more driving, leading to the same or worse traffic within a few years. We risk spending millions on a short-lived "fix" while locking ourselves into higher emissions, more sprawl, and greater dependence on cars. The environmental impacts are especially concerning. Widening MoPac would increase greenhouse gas emissions at a time when Austin has committed to climate goals. It would also degrade local air quality, worsen urban heat island effects, and threaten nearby waterways through increased runoff and pollution. These are not abstract risks—they directly affect public health, especially for communities living near the corridor. Instead of doubling down on highway expansion, Austin should invest in solutions that actually reduce congestion and improve quality of life: reliable and frequent public transit, safer biking and walking infrastructure, and smarter land use that shortens commutes. Every dollar spent on new lanes is a dollar not spent on a system that moves more people efficiently and sustainably. We have an opportunity to choose a future that is cleaner, healthier, and more equitable. Expanding MoPac doesn't get us there. Investing in public transit does. |
| **5/3/2026** | Katie Ferguson | No to the mopac expansion project! |
| **3/28/2026** | Katie G | I believe in a future where Texas agencies implement large scale green infrastructure. Please see this highway example: https://www.cnu.org/what-we-do/build-great-places/cheonggye-freeway I would like for you to know that checking boxes is not enough. Texas as a whole has so much attention right now from national/international businesses, due to our incentives and quality of living/working. Yet, in Austin the capitol city, residents have to settle for paying to use just about every ounce of land and roads. You do too. We're all in it together. And yes, some can pay for things like tolls more easily than others. I've always taken the road less travelled- metaphorically. Creativity leads to problem solving if you let it. Building materials come from resource extraction which is happening so often in Texas especially in Bastrop. And then, Texas' state budget has a surplus, but building resiliency through nature-based solutions is underfunded or largely ignored. I would do anything to use these factors of profit, scalability, and resource management to help you create a green corridor that our children can be proud of, but I leave this comment as more of a message of inspiration. I understand tolls and expressways help congestion. Why not go above and beyond by giving back to the ecosystems that sustain us? Young adults are watching and learning. There is no naïveté to this comment. Thank you for your consideration, I hope you have a wonderful day. |
| **4/22/2026** | Katie Hastings | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **3/13/2026** | Katie Hayes | Dear CTRMA Board Members,<br><br>As a native Austinite and an advocate for our precious water resources, I am writing to strongly oppose the MoPac South expansion as proposed. A full Environmental Impact Statement (EIS) is needed for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>I don't believe that the Draft Environmental Assessment's conclusions are enough to justify this expansion. How could all that construction not have an impact on the water, animals, and people that are in the immediate area?<br><br>The last thing our city needs is more pavement. I know traffic is a pain point, but I support other ways to ease commuter issues in Austin rather than just expanding MoPac.<br><br>I walk, paddle board, and hang out right along that area near Austin High, and I think a lot of other people do too. It's not only beautiful, it's sort of THE draw to Austin, for many people.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas’s most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Please reconsider the route of going ahead with this without at least doing more research, public hearing, and a full and complete EIS.<br><br>Thank you for your consideration.<br><br>Respectfully,<br><br>Katie Hayes |

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| **4/29/2026** | Katie Hendrix | I live near Mopac around the Barton Springs Rd / Bee Cave Rd exit. I have two (soon to be three) young children and we love living in Austin because we can spend so much time outside and enjoying nature. I have observed that the current plan will cause damage to the local environment, harm of federally protected endangered species, increase air and noise pollution, and reduce east/west access. All of these things will negatively impact health and quality of life for families in the area. Children playing outside will suffer from air pollution that Austin prides itself on avoiding compared to larger, industrial cities. It is a major step backward. What is the tradeoff? Likely increased toll revenue; at best, through-traffic saving 5 minutes on the entire ~9 mile stretch of highway. For my commute (and those in the surrounding area as well), it will actually be worse because the toll road exit for Bee Cave is dropped in the current proposal and so I would have to weave through school zones (Austin High). For many folks, this actually means longer drive times, and traffic directed to local neighborhoods instead of the highway. The benefits here are mild and the costs are sky-high for Austin families. Please reconsider. At the very least, please complete thorough due diligence on the environmental impact. Austin is an amazing city because of our people and our environment. Damage to the environment is likely to be permanent, with irreversible harm caused to federally protected endangered species. This will negatively impact the city, current and future residents, for the foreseeable future. |
| **3/19/2026** | KATIE LYN HOWARD | I do not agree that we should widen MoPac. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. Many studies on other cities has shown that widening highways is not effective to solve traffic problems. It also closes local business and enroaches on citizens property lines which is never positive. Instead I think we should have continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane could be more effective. More investing in transit, walking, and biking rather than highway expansion. |
| **4/21/2026** | Katie Mackey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | katie newkirk | girl don't do it. we don't want more roads. we want our natural areas preserved. barton creek and barton springs are the jewel of the city and without them, austin is nothing. don't be an -. |

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| **4/23/2026** | Katie Petersburg | Dear CTRMA,<br>The parks are the heart of Austin. While improving infrastructure is critical now and may make a commute across the bridge way less stressful, I want to voice some requests to make the expansion of MoPac as minimally damaging as possible. As a native Houstonian who moved to Austin in 2017 (and never left), I would be devastated to see Austin turn into the same concrete lawn that Houston is. The history of Austin development has been shaped by people who use their voice to protect parks, springs, and aquifers, and it is part of the Austin culture that has kept the city so beautiful.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Katie Schultz | I do not appreciate construction in my city that not only does a poor job of addressing mass transportation needs, but also will be detrimental to our environment.<br><br>We need a better traffic study to make these decisions. The current plan will create an even more chaotic situation. Young drivers at Austin High will be in danger with redirected toll lane traffic. Instead of making the situation worse, you need data on how Austinites use this space. Children also do sports there and inhaling particles from traffic can affect their health for life.<br><br>Water shortages are predicted to be extreme in the coming decades. Protecting our ground water is more important than ever. Protecting ground water also means protecting wildlife as these are ecosystems -- every party of the system relies on every other part.<br><br>Do better |

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| **4/30/2026** | Katie Shultz | This expansion will:<br><br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br><br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn't see it, Austin's air quality just received a failing grade from the American Lung Association).<br><br>WE DO NOT WANT IT! How about doing actual mass transportation and giving us bus rapid transit? Contact Richard Shultz if you want a real plan for improving traffic and not this lame excuse to line the pockets of contractors and politicians.<br><br>WE CAN SEE YOUR BULL- |

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| **4/30/2026** | Katie Shultz | This expansion will:<br><br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br><br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn't see it, Austin's air quality just received a failing grade from the American Lung Association).<br><br>Water shortages are already projected. Why would you destroy one of Austin's most crucial resources??<br><br>We Austinites will not stand for this.<br><br>We are in a cycle of constantly expanding highways and yet it still never seems to solve our traffic. I'm so tired of living in a city that continues to make it difficult to get around. We need better mass transportation options that don't take 5x as long as driving. It should not take an hour to go 4 miles. We need better options. Other lower-density cities have solved this problem without trains. Austin can do it too without tearing up a natural resource, polluting our air and groundwater, and making a worse traffic pattern.<br><br>--<br><br>Thank you, |

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| | | Katie Shultz<br><br>Design & Process Consultant |

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| **4/26/2026** | Katie Strait | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Katie Struth | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. We don't need more highways here. And we don't need more paved roadways cutting through the places that make Austin, Austin. If you cared about moving traffic around this city that we all love, you'd focus on public transit, not making more paved roadways and allowing more cars to pollute our air and waterways. Barton Springs and the Edwards Aquifer are the beating heart of Austin, and this project will harm them and our city in the long run, especially if you proceed without a full environmental impact statement. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas II, Katie Struth |

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| **5/3/2026** | Katie Struth | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. We live in a special place that draws millions of tourists and new residents every year, and this project puts that specialness at risk without making dramatic improvements to the city. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Part of the beauty of Austin is its green space, and we need to preserve that as best as we can across all facets. I want my kids to be able to enjoy a clean Barton Springs one day. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. How horrible that we put such a iconic Austin species at risk just so we can add a few lanes of highway. Is that worth it? Not to me. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Katie Struth |

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| **4/26/2026** | Katie West | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Katilyn Rybicki | Hi, my name is Kaitlyn Rybicki and I am an Austin resident in zip code 78757and MOPAC is literally my backyard. It is literally my backyard.And I'm up and down MOPAC all day long. I work all around townand use MOPAC every single day.I do not need an extra five minutes saved on my commute to or from.That is not worth five minutes of my commute time.It's not worth nine years of environmental damage being doneand additional lanes being built that we do not need.I want to ask for a full environmental impact statementand that you seek less harmful alternatives as this project moves forward.Like I mentioned, MOPAC is my backyard and so if you begin expanding those lanesin that area, surely there will be more expansions to comeand you will literally put me out of a homebecause my home backs up right into MOPAC.So I just see this as a very negative thingfor the future of people who live along MOPACand for those of us who care about our waterwaysand our very precious aquifer, which is drying up.This is about tolls and not people and resources and our community.Thank you very much for your time.Please, please, I oppose this.Please get a full environmental impact statementand really evaluate that because this is wrong for Austin.Thank you. |
| **4/20/2026** | Katrina Garza | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Katrina Kosted | I am opposed to the MoPac South Project. I do not support the expansion at the same time that I-35 in Austin is under construction -- it is madness to have multiple major arteries under construction at the same time. It's dangerous. We've already seen deadly vehicle accidents on I-35 and MoPac at 183 due to construction in those areas. Central Texas does not have water during times of drought to support the population we have; it is insane to invite more population to move south of Austin by expanding MoPac. The MoPac South expansion is in a critically environmentally sensitive area, which is another reason I am opposed to the project. If you have to, got to, must spend money on transportation, create a comprehensive, accessible public transportation system. Austin needs fewer cars, not provide means for moving more cars. Just no no no to the MoPac South expansion plans. |
| **4/23/2026** | Katrina Sherr | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. |

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| | | Katrina Sherr |
| **5/3/2026** | Katy | I’m in support of saving our springs and the hike and bike trail. No to expansion! |

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| **4/21/2026** | Katy Beightol | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/23/2026** | Katy Hamill | Please stop making the roadways bigger bigger bigger, particularly over our sensitive and already stressed aquifers! It strips away all that is good about Austin (green spaces, relaxed pace) and turns this city into just another generic urban metropolis. Invest in public transport, more bike & bike lanes, ANYTHING to get us away from MORE single vehicle traffic patterns! |

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| **4/29/2026** | Katy Huff | Hello,<br><br>Please please PLEASE do not expand MoPac. Austin is getting hotter every year, the last thing we need is to make this town more car-centric. More bike lanes, dedicated bus lanes, and light rail are where we should be looking.<br><br>And not for nothing! This will have a miserable impact on Zilker park, Austin's best feature.<br><br>I am on my hands and knees begging... please don't do this.<br><br>Thank you<br><br>--<br><br>Katy Huff<br><br>Partnerships<br><br>(804) 878-9677 |

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| **4/23/2026** | Katy Miller | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Additionally, I have 3 children who attend Austin High School and play tennis. The expansion would seriously impact the High School tennis courts with noise and pollution. The added traffic will also affect the air quality for the 4,000 students at Austin High and is a danger to those who walk and bike to school! This should not be done on or near a high school for the health of everyone!!<br><br>Thank You for listening to your neighbors, |

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| **4/23/2026** | Katy Miller | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>I have lived in central Austin for 25 years and seen swimming hole after swimming hole disappear one by one... Places I took my children no longer exist. This summer was one of the lowest recharge speed of the spring feeding Barton Springs pool measured in cubic feet per second. This is measured from a spring coming in below the diving board ,and measured around 11cfs, much below the recommended flow of >38cfs. This construction will most surely impact the aquifer in a negative way and the pool cannot exist at any lower flow rate:( Think of the repurcussions of your action on our community.<br><br>Thank You for listening to your neighbors, |

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| | | Katy Miller |
| **5/1/2026** | Katy Miller | I stand firmly AGAINST this mopac expansion! I have 3 children who attend Austin High and they all play tennis. The tennis courts are directly adjacent to the current mopac- and are used not only by Austin High students but the entire community of Austin. Any expansion will directly create pollution, fumes and noise that will drastically degrade the environment and the health of 4000 highschool students and staff. It would become similar to the i35 crossing where pollution, trash and homeless people underneath is a menace (there is no highschool at that location). The impact to Edwards Aquifer and Barton Springs pool would be immeasurable and irreversible! The spring is already at the lowest flow ever (reaching a mere 11 cfu when anything under 38 cfu is of concern). This treasure needs protection.The health and environmental risks of this expansion are too extreme, please consider the impacts before any action is taken. Look at the growth in Wimberley that |

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| | | has emptied Jacobs Well.... do not let that happen to Barton Springs Pool. Do not build more highway and bring more cars to the heart of the City of Austin, we just went through expansion with the express lanes!! enough is enough- |
| **5/3/2026** | Katy Shayne | I object to this expansion as it puts the springs and surrounding natural habitats in jeopardy. |
| **5/3/2026** | Katy Troy | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Katy Troy |
| **4/21/2026** | Katya Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Kaushik V | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/24/2026** | Kay Corbin | Dear CTRMA Board Members,<br><br>Hi this is Kay, I'm writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Find another solution! Be a protector, not an extractor. It's more rewarding long term *wink, wink* |

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| | | For the love of water in Central Texas,<br><br>Kay Corbin |

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| **5/3/2026** | Kay Pils | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. On a personal note my great grandparents, grandparents, mother, father, sister were all born in Austin and love Barton Springs! I learned how to swim there in 1953 when I was 2 years old! Why do us human beings have to destroy instead of protect? Aren't we supposed to be the stewards of Earth? Thank you for your time and consideration. Respectfully, Kay Pils |

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| **5/3/2026** | Kaya Shellhammer | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Kaya Shellhammer |
| **4/20/2026** | Kaya Smiling | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Kayden Rutherford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Kaye Robberson | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Kate Robberson |

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| **5/2/2026** | Kayla Burkman | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/2/2026** | Kayla Burkman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Kayla Ferrara | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/18/2026** | Kayla Jade | I do not want a highway built over a crucial recharge zone for the Edwards Aquifer. This will worsen the quality of our drinking water and endanger native wildlife. |
| **5/2/2026** | Kayla Mielke | I am against this south mopac expansion. It will destroy our coveted natural beauty and water source for Barton Springs and Deep Eddy, if not more. These are the reason Austin is special, the preserved natural areas and respect for the springs, without these I would not have moved here. Once the aquifer for Jacobs Well was too low, the damage had already been done. Let's not destroy the natural habitats and community gathering that keeps Austin welcoming. If we cannot return to nature to relax and ground ourselves, especially in the Austin summer peak, we will lose our unique identity as a city, a community. |

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| **5/3/2026** | Kayla Mielke | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kayla Mielke |
| **4/22/2026** | Kayla Padilla | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Kayla Padilla | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Kayla Savage | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Kayla Shouman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Kayla Schouman |

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| **5/3/2026** | Kayla Snell | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Kayla Snell |
| **4/22/2026** | Kaylah Banuelos | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by Evergreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/22/2026** | Kaylah Banuelos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | kaylee jenkins | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration of the aquifer and surrounding land<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | kaylee jenkins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Kaylee Locklear | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/22/2026** | Kaylee Stringer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Kaylee Stringer | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/22/2026** | Kaylee Stringer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Kayte Weeks | For very obvious reasons, this project will cause significant negative environmental impact. This project is almost entirely located over the Edwards Aquifer Barton Springs recharge zone, an extremely sensitive environmental area in the Austin area. This will obviously harm the Barton Springs and Austin blind salamanders due to increased construction sediment pollution into the karst features of that area. Further, this will obviously cause increased car pollution into Lady Bird Lake where recent studies have shown that the number one microplastic pollution within the lake sediment is tire particles. There is no need for this project, and no one is asking for it. TXDOT is already affecting Lady Bird Lake with the CapEx I-35 project- don't do this one also in a much more environmentally sensitive area. |
| **4/21/2026** | KC Kitchen Coats | Dear CTRMA,<br>I want to be honest with you: I almost didn’t write this letter. There’s always the feeling that these things go into a drawer somewhere, that the machinery is already in motion and the rest of us are just making noise. But then I thought about the trees. And I wrote it anyway.<br>I’m writing in support of the mitigation requests EverGreen Austin has put forward for the MoPac South Expansion project. They’ve done the hard, careful work of naming what this community needs, and I’d like to add my voice to theirs.<br>The list isn’t radical. It’s not asking for the project to stop. It’s asking for trees, and for the ones already standing to be left alone. It’s asking that parkland not be quietly swallowed in the process. It’s asking for a noise wall workshop where people actually get to show up and be heard – not as a formality, but as a real thing. It’s asking for funds that stay dedicated to open space and environmental restoration, not just now but over time, because these things take time.<br>Capital improvement reimbursements for affected community assets. A permanent green fund. These sound like bureaucratic line items, but what they really are is a promise – that the people who live here, who walk these streets and breathe this air and send their kids to play in these parks, matter in the final accounting. I hope you’ll include them.<br><br>Thank you for reading this. |

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| **4/21/2026** | KC Kitchen Coats | Dear CTRMA,<br>I want to be honest with you: I almost didn't write this letter. There's always the feeling that these things go into a drawer somewhere, that the machinery is already in motion and the rest of us are just making noise. But then I thought about the trees. And I wrote it anyway.<br>I'm writing in support of the mitigation requests EverGreen Austin has put forward for the MoPac South Expansion project. They've done the hard, careful work of naming what this community needs, and I'd like to add my voice to theirs.<br>The list isn't radical. It's not asking for the project to stop. It's asking for trees, and for the ones already standing to be left alone. It's asking that parkland not be quietly swallowed in the process. It's asking for a noise wall workshop where people actually get to show up and be heard – not as a formality, but as a real thing. It's asking for funds that stay dedicated to open space and environmental restoration, not just now but over time, because these things take time.<br>Capital improvement reimbursements for affected community assets. A permanent green fund. These sound like bureaucratic line items, but what they really are is a promise – that the people who live here, who walk these streets and breathe this air and send their kids to play in these parks, matter in the final accounting. I hope you'll include them.<br>Thank you for reading this. |
| **5/3/2026** | Kedra Priest | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Kedra Priest |

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| **4/28/2026** | Keegan Anderson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Keely Figi<br>Figi | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Keely Figi |

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| **5/1/2026** | Keely Penn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Keely Ramirez | Barton Springs is a natural landmark of Austin for residents, families, and visitors to enjoy Texas nature in the city. I personally love Barton Springs and do not want the expansion of the MoPac over the natural water that feeds into the spring. It is a disservice to the residents that live here and pay taxes to pollute the springs that are a highlight of Austin. This city has promoted forward thinking in environmental protections and should show commitment by NOT expanding the MoPac over a waterway. |

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| **4/5/2026** | Kegan Remmey | Dear CTRMA Board Members,<br><br>Here:<br><br>I have lived in denver when they did this same style expansion and it didnt change the traffic at all, and didnt increase the ease of travel. they just made more space for the city to make money, instead of installing a train to minimize traffic and emissions, they just built lanes that create a feeling of elitism rather than care for the land and the people to make the most of their city. A train betweeen Denver and boulder would have been so used. just like here in Austin, why not build a train or alternate measure that other parties recommend who know what actually works and is forward thinking, look at european countries and what they do for advice on care for the world, not just someones bank account.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. |

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| | | * Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Kegan Remmey |

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| **4/28/2026** | Keith Hood | Dear CTRMA Board Members,<br><br>Doing any work on MoPac without doing an exhaustive study of environmental impacts should be a felony. Barton Springs is unique, and once it's ruined, there is no way to ever get it back. The right answer to concerns about traffic on MoPac is to subsidize working from home so there's no need for traffic.<br><br>Keith Hood |
| **3/24/2026** | Keith Jackson | Do something all ready, 45 minutes from 1st to Slaughter morning and night has to be horrible for the environment, not to mention quality of life. Mona needs to be improved today. Stop delaying and waiting move now. |

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| **5/3/2026** | keith langford | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Keith Langford |

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| **4/28/2026** | kelby broussard | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | kelby broussard |
| **4/30/2026** | Kelby Broussard | Don't expand..... get real. This recharge zone area is WAY too environmentally sensitive. The cave system below will pollute from the runoff and seepage into the aquifer even MORE than it already does.... Please don't expand. |

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| **4/22/2026** | Kelli Condina | I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I personally don't think MoPac needs expansion. Data shows that expanding highways does not alleviate traffic, and it causes irreversible ecological damage.<br><br>Since I'm sure this project will move forward regardless, I support the following measures to mitigate damage:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Kelli Condina | I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I personally don't think MoPac needs expansion. Data shows that expanding highways does not alleviate traffic, and it causes irreversible ecological damage.<br>Since I'm sure this project will move forward regardless, I support the following measures to mitigate damage:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Kelli Heath | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Kelli weiblen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | kelli weiblen | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Kelli Weiblen |
| **5/3/2026** | Kellie Roop | No expansion over Barton creek or the greenbelt! Protect our waterways. Also, we can't have ALL North/south highways under construction at the same time. |
| **5/2/2026** | Kelly Bach | Hi there, my name is Kelly Bach and I am a resident of Austin, Texas, and I am callingto tell you that we should not be building this passageway, this MOPAC extension overthe springs.Austin deserves clean water and clean air, and the project is going to interfere withthe Edwards Aquifer Recharge Zone.It is riddled with caves and endangered species, and it flows into Barton Springs.Please do a full environmental impact statement.No shortcuts.I am against this expansion of MOPAC and it will directly impact our waterways and theendangered species that live here in Austin and will impact the citizens of Austin.Thank you for listening.Please do something about this. |
| **3/24/2026** | Kelly Bell-Nolte | I moved into South Austin in 2014, that is when toll roads were chosen for this project and I had no idea. 12 years later, I would like a chance to vote since this project was put on hold for so long. So much has changed. Toll roads are not needed.  I recommend regular HOV lanes. The additional nontoll lanes on the river will be nice. William Cannon MoPac needs more help! It narrows too much even with the proposed changes it will not be enough. Slaughter will need more to help with congestion. Cesar Chavez, 5th street, Enfield going south all merge together. More non toll lanes are needed to help with the congestion! It's crazy how all of that is merging together right there. |

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| **5/3/2026** | Kelly Goetz | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Merlot Kelly |

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| **5/3/2026** | Kelly Goetz. | Hello, this is Kelly Goetz. I am calling on behalf of the Saver Springsorganization to speak on not moving forward with the MOPAC expansion.Barton Springs is a very valuable place and all the construction highwaysthat would be interfering with all of our natural resources is a veryor intuitive idea that won't serve us in the long run.We see a lot of expansions in other cities like Houston,and the traffic is still really bad.So it's proven that this isn't an effective wayto solve our traffic issue.And ultimately, it's a decision that would put a lot at risk.And the people that make the decision to move forwardI think would have a lot of grief for them - up the springs.So yeah, I'm sure that you've gotten a lot of comments from our wonderful Austin communityand most everyone I talked to is not in support of this project and expansion.And so I think everyone's happy to rethink a solution of our traffic like public transportation,biking, mopeds, adding to the metro, adding more bus lines, and I think everyone's verydedicated to meet and problem solve together.Ultimately, Austin is not aligned with this expansion and it needs to be reconsideredand it needs to not move forward.Um, so yeah, hope everyone has a heart out there and cares about more than just profit.Uh, so wishing well to the city and thank you for not doing the expansionbecause it's a - up idea.Um, ours, 3204 Breeze Terrace is where we live.Thank you.Thank you. |

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| **4/20/2026** | Kelly Gray | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Kelly Gray |

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| **4/21/2026** | Kelly Hayden | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>I go to Zilker once a month with my dog and love this part of Austin. It is what makes it so unique and beautiful |
| **5/3/2026** | Kelly Hulse | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kelly Hulse |

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| **4/24/2026** | Kelly Hutchinson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kelly Hutchinson |

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| **5/2/2026** | Kelly Lam | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Austin isn't Austin without our beautiful green spaces and the lake to enjoy!<br>Thank you for your time and consideration. |
| **5/3/2026** | Kelly Lively | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Kelly Lively |

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| **4/20/2026** | Kelly Rogers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kelly Scott | I'm strongly opposed to the proposed MoPac overpass because of the lasting damage it would do to Austin's watershed and the natural spaces that make this city feel like home. We are already seeing the strain on our springs, creeks, and aquifers, and adding more concrete and runoff will only accelerate that decline. This isn't just about traffic, it's about protecting the ecosystems, green spaces, and character that people come here for and that we're at risk of losing. Austin's identity has always been rooted in its connection to nature and community. Once we disrupt that balance, we don't get it back. Please choose solutions that protect our environment and keep Austin, Austin. |
| **5/3/2026** | Kelly Stocker | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. As everything that is important and beautiful about Austin is slowly eroded, it is your your affable and moral responsibility to ensure that Barton Springs is absolutely sacred. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kelly Stocker |

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| **4/21/2026** | Kelly Tassler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Kelly Wright | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/20/2026** | Kellyn Lappinga | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kelsey | Voting against mopac toll. |

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| **4/24/2026** | Kelsey Baker | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Kelsey Baker |
| **3/25/2026** | Kelsey Baker | I am firmly against expanding a toll lane onto the south end of Mopac. The environmental impact to the greenbelt is too great. Another toll lane will not have enough of an effect on traffic to justify damage that will be done. |

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| **4/20/2026** | Kelsey Biggar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Kelsey Daiber | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Kelsey Day | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Kelsey Edson-Harris | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/13/2026** | Kelsey Kennedy | Since 2020, our community has been advocating for the completion of a short (just 1.2-mile) paved path along Hwy 45, connecting Meridian to Escarpment Blvd. While the distance is small, the impact would be significant. This connection would safely link more than 3,000 residents to the broader Austin trail network—allowing cyclists and pedestrians to travel through Circle C and access the future paved path beginning at Slaughter Lane. Right now, that connection doesn't exist, and residents are left navigating the narrow shoulder of Hwy 45, which is not only uncomfortable but genuinely dangerous. This gap has become increasingly concerning as more people look for safe, active ways to move through the city. We're encouraged that City Council District 8 has recognized this need and allocated $117,000 toward the design of the path. It's a meaningful step forward, and we're hopeful it will lead to full implementation. Our Meridian neighborhood has a dedicated committee supporting this effort, and I'd be happy to share additional details, including visuals and supporting materials. Thank you so much for your time and consideration—this is a small project with the potential to make a big difference in safety, accessibility, and connectivity for our community. Warmly, Kelsey |

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| **4/24/2026** | Kelsey Lind | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Kelsey Nelson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Kelsey Nelson |

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| **4/22/2026** | kelsey nelson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/21/2026** | Kelsey Ortiz | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Kelsey Ortiz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kelsey Parker | Do not expand the toll lanes. Private toll have worsend our cities and our job market. There are so many ecological, issues as well as tourism impacts that these tolls would negatively impact. |

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| **5/3/2026** | Kelsey Pearl | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Kelsey Pearl |
| **4/20/2026** | Kelsey Valdon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Kelsey Whittman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Kelsey Wittman |

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| **4/21/2026** | Kelsey Wittman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kelsey Wittman |

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| **4/22/2026** | Kelsie Bailey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Kelsie Bailey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Kelti Smith | Dear CTRMA Board Members,<br><br>As a tax paying home owner in austin, I whole-heartedly oppose the MoPac South highway expansion project. Not only does this expansion directly threaten the Edwards Aquifer Recharge Zone and the clean water of Barton Springs, but the pathways under Mopac bridge that I use weekly for recreation and exercise will be impacted. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Kelti Smith |

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| **4/21/2026** | Ken Aoshima | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Ken Moench | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Kendal Anderson | It’s come to my attention that this project could lead to this disruption of our air quality, local environment, and the habitats of local wildlife. It would be both unethical and deplorable to continue this project for the sake of business deals or profit without doing a full comprehensive Environmental Imapct Statement and showing proof that this project will have no harmful impact(s) on our environment or any wildlife. |

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| **5/3/2026** | Kendal Flanagan | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kendal Flanagan |
| **5/2/2026** | Kendall Brewer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/23/2026** | Kendall Kibby-Deck | Please do NOT expand MoPac. We don't need more traffic and pollution. What we do need is better and more public transit, more bike and pedestrian connectivity, and less noise. |
| **5/3/2026** | kendall mastin | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, kendall mastin |
| **5/3/2026** | Kendra Tellez | Please do not allow the expansion of the road and destroy important areas of Barton Springs. It will not alleviate the traffic and it will destroy public parks and important ecosystems |

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| **4/23/2026** | Keni Takahashi | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Keni Takahashi |

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| **4/23/2026** | Kennady Childers | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/29/2026** | Kenneth Willis | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. Thank you! |

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| **4/20/2026** | Kenneth Wood | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Kent Killough | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/22/2026** | Kent Miller | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Kent Miller |

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| **5/3/2026** | Kenzie Dennis | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kenzie Dennis |

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| **4/28/2026** | Keri Wilson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Keri Wilson |

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| **5/2/2026** | Kerrie Boodt | I travel this section of MoPac often and while the traffic is horrendous at peak times of the day, this project will be far more detrimental to the area than that of the inconvenience to many of us. For the love of god, put in a functioning public transit rail if you must do anything! Otherwise, just… invest the dollars elsewhere and move on (or have your project leads move out of Steiner Ranch, Oak Hill, Drip or wherever else might benefit from this). |
| **4/24/2026** | Kerrie Monahan | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Kerrie Monahan |

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| **5/3/2026** | Kerry Ef | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Kerry Fitz |

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| **5/3/2026** | Kerry Ef | Dear CTRMA Board Members, <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">The Edwards Aquifer Recharge Zone is integral to Austin, brings value to the city for recreation, beauty and tourism.  The natural features of Austin need to be preserved through prioritization over expansion. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">The Austin water table and springs are threatened by persistent drought and torrential rains, the effects of which are amplified by impermeable surfaces, like the suggested 8+ miles of pavement. <p class="p2" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; min-height: 22px; -webkit-text-size-adjust: auto;"> <p class="p1" style="margin: 0px; font-width: normal; font-size: 17px; line-height: normal; font-size-adjust: none; font-kerning: auto; font-variant-alternates: normal; font-variant-ligatures: normal; font-variant-numeric: normal; font-variant-east-asian: normal; font-variant-position: normal; font-feature-settings: normal; font-optical-sizing: auto; font-variation-settings: normal; -webkit-text-size-adjust: auto;">The traffic expansion is unnecessary.  It threatens Austin's jewels.  It is imperative the environmental impact be studied. Sincerely, Kerry Ef |
| **4/22/2026** | Kerry Hugins | please do not build through over or in the Edward aquifer or through any parks so many birds rely on us ea fall and spring we need to protect nature and water is so important to a good life thank you |
| **5/1/2026** | Kerry Hugins | Please do not build in the edward's aquifer recharge zone or through or over any parks, thank you<br><br>kerry |

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| **5/3/2026** | Kessa Kupec | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Kevin Baker | My name is Kevin Baker and I live near Mopac and Zilker Park. I use Mopac for commuting weekly, and visit the surrounding area around Zilker/Barton Springs/Lady Bird Lake trail daily both on foot and by bicycle. For obvious reasons, I am opposed to the Mopac Expansion. As a commuter on that very road, the idea of the expansion's end goal to save 5 minutes of commuting time is nonsensical. The repercussions of the time spent, disruption from the construction work, not to mention construction cost raises red flags in so many areas. One of the main concerns being the environmental impact. As a tax paying member of this community that values the greenspace this city has respected for so many years, I demand the Mopac South Project conduct a full Environmental Impact Statement. The current Environmental Assessment finding of "No Significant Impact" is dishonest and a low attempt to deceive the caring citizens of Austin. I support multi-model regional planning, investment in public transit, and better walking and biking infrastucture in Austin. I support protecting what makes Austin unique: our water, wildlife, and citizens. |
| **4/20/2026** | Kevin Boyle | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/10/2026** | Kevin Heerema | In reviewing the plans, I believe it is a major mistake that there is no planned 3rd lane for the non-tolled lanes when heading northbound on Mopac, at 290. This is an existing 2-lane bottleneck that is not being addressed and will remain a 2 lane bottleneck. It makes zero sense that mopac will be 3 lanes from slaughter to 290, drop down to 2 lanes, and then go back up to 3 lanes like it does now! This needs to be 3 lanes from slaughter all the way over the damn town lake bridge!<br><br>For people that work south of downtown, we cannot access the tolling lanes as there are no exits south of bee caves. I don't see this as an improvement in any sense except for some toll authority to get paid with ridiculous variable tolling! |
| **4/25/2026** | Kevin Ivester | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/16/2026** | Kevin Koch | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>We don't need to induce more development in this direction. We have plenty of other, non-sacred directions to grow, that don't impact endangered species, and Austin's soul.<br><br>For the love of water in Central Texas,<br><br>Kevin Koch |
| **5/1/2026** | Kevin Miner | Shame on you. |

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| **4/30/2026** | Kevin Opp | Spending hundreds of millions to expand a highway will only induce greater demand for driving, and doesn't improve mobility. The only way to improve mobility is by giving Austinites another option to driving.<br><br>Any improvements to MoPac should be centered on continuous, safe, and pleasant walking and biking paths along either side of the highway with frequent east-west crossings. Any additional lanes should only be for transit. More car lanes would be a massive waste of money and hurt the environment.<br><br>Kevin Opp |
| **5/3/2026** | Kevin Palms | Hello, I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives. Construction congestion The years of construction-related traffic congestion and environmental degradation caused by this project are not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built. Toll Roads don't help general users Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center. Environmental Degradation I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts. Fiscal irresponsibility There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion. The future is unknown This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. |

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| | | Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. Thank you, Kevin |
| **5/2/2026** | Kevin Shepherd | Induced demand is real; if you expand highways, they will simply fill faster. This isn't going to be effective at decreasing traffic, and is just a bandaid solution that kicks the real issue -- lack of real transit options in Austin -- down the road by a couple years. There's no reason to incur the construction costs, overhead, damages to the environment, and all the other negative side effects of the build for such a minor win, particularly when even that minor win will be fully and rapidly absorbed by new traffic. |
| **5/3/2026** | Kevin Webster | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kevin Webster |

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| **4/29/2026** | Kevin Young | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing.<br><br>Sincerely,<br>Kevin Young |

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| **4/29/2026** | Kevon Mitchell | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/20/2026** | Khammila Shimray | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kianna Broadway | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Kianna Broadway |

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| **4/20/2026** | Kieran Cruickshank | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kiersten Bell | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kiersten Bell |

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| **5/3/2026** | kiley lovejoy | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  kiley lovejoy |
| **5/3/2026** | Kiley Mckenzie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kim | I do not support the MoPac expansion and the damage it will do to our Springs. |

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| **5/3/2026** | Kim Baker | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Kim Baker |

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| **4/29/2026** | Kim Corral | To  Central Texas Regional Mobility Authority CTRMA,<br><br>I OPPOSE expanding MoPac South. The city needs to SUPPORT regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>The CTRMA needs to solve traffic by investing in the bus system, the regional rail system, and multi-modal transportation systems. More lanes creates more traffic and we are tired of living our lives inside a car. The community wants to take the bus/train, walk, bike, scooter safely; we can't do that if we are trapped in a network of highways. Expanding MoPac is the biggest waste of money, will be detrimental to the local ecology, and will reduce the quality of life of everyone. DO NOT EXPAND. |

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| **5/3/2026** | Kim Flores | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Kimberly Flores |
| **5/3/2026** | Kim Meyer | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Kim Meyer |

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| **4/22/2026** | Kim Phu | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Kim Phu |

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| **4/22/2026** | Kim Phu | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Kim Phu |

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| **4/26/2026** | Kim Pinion | Dear CTRMA Board Members,<br><br>I've been a resident of Austin since 2004. I care deeply about the future of this city, and while I appreciate infrastructure needs to support our growth, THIS IS NOT THE RIGHT SOLUTION.<br><br>IN ALL PREVIOUS EFFORTS TO PASS THIS AND NOW AS WELL -- I OPPOSE THE MOPAC SOUTH HIGHWAY EXPANSION PROJECT.<br><br>This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>THIS IS NOT ACCEPTABLE AND SHOULD NOT MOVE FORWARD. This is putting the very heart of what makes Austin, Austin at a serious risk. FIGURE OUT A DIFFERENT OPTION.<br><br>MAKE A TRUE LOOP AROUND THE CITY, stop trying to expand where there's no room to do so which causes mass destruction and collateral damage to everything special about what's left of true Austin and its special natural features in the process.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed. |

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| | | * Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>FURTHER, this will be an absolute nightmare in terms of traffic on Mopac which is already almost unbearable. This would become exponentially worse, particularly for those commuting from south Austin to downtown and north Austin.<br><br>DO THIS and prove to the citizens of this city that due diligence in this regard is being done or find another solution, because this one isn't viable.<br><br>PLEASE LISTEN TO AUSTIN CITIZENS!<br><br>With concern and gratitude, your neighbor,<br><br>Kim Pinion |

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| **4/28/2026** | Kim Schaefer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kim Schaefer |

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| **4/23/2026** | Kim West | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Kim West |

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| **4/22/2026** | Kimberlee Kritzer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Kimberlee Kritzer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kimberlee Kritzer | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kimberlee Kritzer |

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| **4/24/2026** | Kimberly Bolanos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kimberly Dircio | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kimberly Dircio |

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| **5/3/2026** | Kimberly Fassiotto | Hello,<br><br>As a LONG-TIME resident and citizen of Austin, you need to know that I OPPOSE the expansion plans of South MoPac!<br><br>Research shows that: the expansion of lanes and widening roads do not improve traffic patterns!<br><br>* Sinking $825 million dollars in to this project? NO!<br>* 9 years of construction noise and pollution? NO!<br>* Adding over 110 acres of pavement? NO!<br><br>Austin citizens need to see a full Environmental Impact Statement (EIS)!<br><br>It is also important that you know that I SUPPORT funding for rail transit and biking options instead!<br><br>Do we want to be another Houston or Dallas!? NO!<br><br>Please protect Austin and its citizens by providing more environmentally-safe and thoughtful transit options!<br><br>Kim Fassiotto |

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| **3/29/2026** | Kimberly Giambrone | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **5/3/2026** | Kimberly Giambrone | I do not want this project to continue at the detriment of the watershed. Please reconsider we have to protect what makes Austin beautiful. |
| **5/3/2026** | Kimberly Haas | I am against the south mopac expansion project. I am an affected homeowner in the neighborhood, and I am strongly against the disruption during construction, the environmental expense, the noise and pollution caused by construction, and the monetary expense. There is minimal benefit for the overwhelming costs, and I am firmly against this project. |
| **4/29/2026** | Kimberly Hill | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Kimberly Jagst | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kimberly Jagst |
| **3/19/2026** | Kimberly Levinson | There is no need to expand MoPac. All you will do is induce more demand. Expanding the Katy Freeway hasn't helped at all, it's still a congested mess. Put the money into mass transit, like a train, or refund it to taxpayers. Either would be far more useful. |

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| **5/1/2026** | Kimberly LEVINSON | To Whom It May Concern:<br><br>Please reconsider your current expansion plan. There are serious questions about environmental damage that your lack of a comprehensive environmental assessment have not answered.<br><br>Also, the benefits are unclear. A one-lane each way expansion would provide almost the same benefits with far less environmental impact, and travel time throughout the whole corridor would only be about five minutes more even at rush hour. I believe our environment is worth five minutes extra.<br><br>Thank you for your consideration,<br><br>Kimberly Levinson<br><br>Vice President, Downtown Austin Neighborhood Association. |

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| **4/23/2026** | Kimberly Love | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Kimberly Love |

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| **4/23/2026** | Kimberly Love | I oppose the expansion of MoPac based on the negative impact it will have on the land and water, the animals and plants, and our way of life in Austin. The generations before us have had to fight to preserve the work of Lady Bird Johnson, and other environmentalists, and we will now take up the charge to protect what belongs to the people that live in Austin. These green spaces, these waters, and the life they house are to be protected, not destroyed for more lanes of highway. There are other viable solutions to our traffic issues. We should look to well functioning large cities around the world and learn from their design and planning. Adding highway lanes will not prove to be the answer. I want to see a full environmental impact report, with full transparency on all facets of this proposed project. The people of Austin should get to vote on this issue, but if we are not to cast ballots, then we will make ourselves heard in other ways. I am a teacher, a mother, a local, and someone who spends a lot of leisure time along Lady Bird Lake, in and around Barton Springs, and on the green belt. It is essential to my mental health to be able to walk in these green spaces nestled within our increasingly urban environment. Thank you for your time. |

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| **5/3/2026** | Kimberly Love | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Kimberly Love |

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| **5/3/2026** | Kimberly Luna | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kimberly Luna |

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| **4/17/2026** | Kimberly Morales | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Kimberly Morales |

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| **4/26/2026** | Kimberly Newcomb | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/2/2026** | Kimberly Price | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. - Kimberly Price (11312 Cherisse Dr, Austin) |
| **4/27/2026** | Kimberly Vences | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Kindra Welch | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Kindra Welch |

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| **5/3/2026** | Kinsey Cole | I am formally requesting that the proposed MoPac South (Loop 1) expansion not move forward in its current form. This project poses serious and unacceptable risks to the Edwards Aquifer and Barton Springs, which are among the most environmentally sensitive and culturally significant natural resources in Central Texas. Increased impervious cover, roadway runoff, and construction activity over the recharge zone threaten water quality and long-term ecosystem health. Barton Springs is not only a natural landmark, but a critical habitat and a defining feature of Austin. Any project that jeopardizes its water quality should be reconsidered with far greater caution. I strongly urge you to halt or significantly revise this expansion to prioritize aquifer protection, invest in alternative transportation solutions, and ensure that environmental preservation is not compromised for roadway capacity. |
| **3/19/2026** | Kira McCool | Do not expand MoPac. We have plenty of highway and building more will make congestion worse on MoPac and in surrounding areas. I support converting a lane into an HOV lane and continuing bike infrastructure from 71 all the way down to Slaughter to give people who don't drive a highway of their own. The only way to fix traffic is taking cars off the road; widening the highway will not accomplish this, it will make the problem worse. Do not expand Mopac South. |
| **4/20/2026** | Kiran Ireland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Kirk Runyon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kirsten Whitney | Expansion of the proposed highway would detrimental to not only the environment, but also the beauty of the downtown area. Please don't lose sight (quite literally) of this beautiful city we've built  together and love. |
| **5/3/2026** | Kirsti Harms | This project needs a full EIS because of the impact on our caves, and as a result, our clean water (and endangered species). It is going to have a negative impact on the neighborhoods and schools along Mopac—including air quality. I live along I-35 and know what it is like to live by a busy highway, which is also in the process of expanding. It is impacting the quality of life in my neighborhood. I've watched the Oak Hill "Y" expansion and it has been shocking. The impact to the creeks and surrounding environment has been massive. All for the benefit of the sprawl in Dripping Springs and Bee Cave. The amount of digging and concrete has completely altered that landscape and community of Oak Hill. If Austin's goal has been infill, this is not the answer. And, if it ultimately doesn't significantly shorten the commutes of people living outside the city, why destroy some of the most sensitive and nicest parts of this city? We need to rethink transportation in Austin! |

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| **4/21/2026** | Kirstin Boyd | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Kirstin Boyd |

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| **5/3/2026** | Kit Bell | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kit Bell |

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| **4/19/2026** | Kizzy Hannibal | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kizzy Hannibal |

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| **4/22/2026** | Klaire Moss | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Klaire Moss | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kollyn Saenz | PLEASE for the love of our city, do NOT add another construction project.Mopac 1 doesn’t not need any new additions. It flows and only backs up at peak hours. Adding or expanding would only create more traffic. All traffic being redirected from the construction of opposing highway (interstate 35) having multiple MAJOR traffic areas under construction would be catastrophic to the already struggling flow of traffic during peak. As I do understand the potential long term effects of not expanding our growing city, I feel as though there are many more high priority reasons NOT to. Bring me to my next plea, Austin is known for its outdoor encouraged activities and accessibly not only to locals but also to travelers which bring over |

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| | | $750 million in annual local tax revenue, supporting roughly 68,000 to over 140,000 jobs in the hospitality sector. Please consider all of the people who would be negatively impacted on a daily basis and understand that this is not okay. |
| **4/30/2026** | Konstanze Johnson | Environmental Impact Study is hugely important and must be done to ensure no harm is done to Zilker, Lady Bird, or the wildlife in the area. |
| **4/22/2026** | Korben White | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/3/2026** | Kori | I plead no to this highway expansion!  We don't need anymore destruction to our waterways! |
| **4/21/2026** | Kori Bell | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Kori Bell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Kourtney Boyd | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Kourtney Boyd |

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| **4/21/2026** | Kourtney Patterson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Kris Depew | Please do not allow this expansion to move forward, the taxes we pay need to go to projects that find ways to protect our resources and beautiful natural habitats, and I'm certain this ill advised expansion will have devastating consequences with zero oversight to prevent the long term damage caused. |
| **3/24/2026** | Kris Keith | The MoPac South project is a much needed added capacity project that will benefit the traveling public when they need it as well as giving transit more reliable options. The RMA has a proven track record of delivering a highly effective environmental awareness that exists today and the tools and maintenance plans to manage runoff long-term and |

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| | | management during construction, this project can improve water quality and the lives commuters on Mopac. Please advance this project and build it. |
| **4/25/2026** | krissy Morrow | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/25/2026** | krissy Morrow | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>krissy Morrow |

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| **4/17/2026** | Krista Dennehey | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Krista Dennehey |

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| **4/20/2026** | Krista Cedergren | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Krista Del Gallo | N/ A |

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| **4/27/2026** | Krista Grigoriou | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Krista Grigoriou |

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| **5/3/2026** | krista leon | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  krista leon |
| **4/30/2026** | Kristen Attaway | I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/29/2026** | Kristen Bowdre | One of the things I love about living in Austin is the proximity to beautiful, well cared for outdoor spaces, including Zilker Park and Barton Springs. These are beloved spaces that many Austinites and tourists enjoy on a regular basis. The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. |
| **5/3/2026** | Kristen Duron | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kristen Duron |
| **5/3/2026** | Kristen Fare Langham | As a native Austinite, born and raised I am urging the city council to authorize a full environmental impact study that does not cut corners. The city council is elected by the residents to act as our voice and protect our interests. CTRMA does not have our best interest at heart. The mopac expansion project will rob the citizens of clean water, park lands, and tree canopy which are all reasons that so many have chosen to reside in Austin. Please do the right thing. |
| **3/28/2026** | Kristen Hudgens | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/21/2026** | Kristen ONeill | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/29/2026** | Kristen Parietti | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **5/3/2026** | Kristen Poklg | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.Sincerely,Kristen Pokky |

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| **4/29/2026** | Kristen Williams | I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives.<br><br>Construction congestion<br><br>The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built.<br><br>Toll Roads don't help general users<br><br>Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center.<br><br>Environmental Degradation<br><br>I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts.<br><br>Fiscal irresponsibility |

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| | | There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion.<br><br>The future is unknown<br><br>This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |
| **5/3/2026** | Kristen Wollmuth | Do not build the expansion for MoPac South. Please put the money towards public transportation! |

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| **5/3/2026** | Kristene Mouton | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Kristene Mouton |

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| **4/22/2026** | Kristi Frederick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for time and consideration<br><br>Respectfully,<br><br>Kristi Frederick |

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| **4/22/2026** | Kristi Frederick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Kristi Frederick |
| **4/30/2026** | Kristi H Shock | I love Barton Springs! It’s where I take friends and family when they visit, it’s where my kids have grown up going every summer and we DEMAND A FULL ENVIRONMENTAL STUDY of the enormous impact that the Mopac expansion will have on Barton Springs. It is the law that this study is done. |

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| **4/20/2026** | Kristian Poe | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Kristie Bryant | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/28/2026** | Kristin Bramblett | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Kristin Bramblett |
| **4/29/2026** | Kristin Kibbee | We take daily walks through the remaining sliver of woods between Mopac and our street (Nairn). The road noise is heard in our bedroom 100% of the time. The damage to the remaining wildlife habitat due to destruction and noise pollution is not worth saving anyone only 5 minutes of travel time. For us it will be the difference between continuing to live here or moving away. Please pursue other projects, but leave Mopac and our slice of nature alone. Thank you. |
| **5/2/2026** | Kristin McHenry | I oppose converting South MoPac into a toll road. Expanding capacity will likely increase traffic over time, worsening air quality, noise, and runoff affecting nearby green spaces and Barton Creek Greenbelt. The addition of toll lanes also creates inequitable access, where faster travel depends on ability to pay. I urge consideration of alternatives that reduce congestion without expanding the roadway footprint, including transit and demand management strategies. |

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| **5/3/2026** | Kristin Underwood | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- permeable cement cover over a wafer recharge zones<br>- protect existing Trees and expanded tree planting / moving old growth that can be<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Kristina Barry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Kristina Collazl | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Kristina Collazo |

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| **4/21/2026** | Kristina Garrett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Kristina Gerken | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Kristina Johnson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/23/2026** | Kristina Kokkonos | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | Kristina Kokkonos | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Kristina Kokkonos |

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| **4/22/2026** | Kristina Rodriguez | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/21/2026** | Kristina Schneider | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Kristina Schneider | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/28/2026** | Kristine Bradley | This project will allow more Austin residents access to great cycling options. And significantly increase safety along the 45/mopaq stretch of highway. Let's do it! I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **5/3/2026** | Krittika Krishnan | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the |

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| | | parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Krittika Krishnan |

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| **4/21/2026** | Krystal Lucero | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Krystal Lucero | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Kurren Zapata | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Kurren Zapata |
| **4/29/2026** | Kurt | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **5/3/2026** | Kye Suggs | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Kye Suggs |

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| **4/23/2026** | Kyla Peterson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Kyla Scott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Kyle G. Saathoff | I am reaching out in opposition to the expansion of MOPAC for fiscal and environmental reasons. Decades of research on transportation methods and effects have taught us that expanding a freeway in length or width only serves to expand development and encourage more/longer drives. You can look at the internationally-scorned Katy Freeway where billions of taxpayer dollars have gone into a project which has resulted in longer travel times for commuters and higher transportation costs for businesses and thus consumers. USDOT, TXDOT and local government dollars have all been thrown at a project which costs us all additional time and money on top of that. If the goal of the MOPAC project is to move people or to decrease congestion, you as an agency must follow the research which shows that private automobiles are ineffective at accomplishing either of those goals. The way to reduce congestion (and the resultant traffic deaths, lost time and idling motor pollution) is to provide effective and reliable alternatives to driving. If a train or bus goes where people want to go and it doesn't suck, they can be convinced to use it. The environmental impact of over a hundred lost acres of wild hill country is obvious, as is the obvious damage caused by vehicle exhaust, expanded home construction, pavement runoff, microplastics from tire rubber and increased heat island issues as asphalt coverage expands as a direct result of MOPAC expansion. These factors are obvious, but must be stated to show that the constituency cares about these things. I want the |

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| | | Austin metropolitan area to remain livable and that means easy transportation for PEOPLE and long-term thinking from our leaders to ensure we don't encourage and subsidize outward expansion and the resulting waste |
| **4/20/2026** | Kyle Hayes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>-creating more pollution into the lake<br>-will possibly make the lady bird lake killer harder to catch<br>Thank you for your time and consideration. |
| **5/3/2026** | Kyle Matthews | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT |

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| | | proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kyle Matthews |
| **5/3/2026** | Kyle Peters | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Kyle Pursell | Dear CTRMA,<br>We don’t need more toll roads. We should be spending this money on advancing innovative transportation initiates in Austin.<br>Not to mention, the risk we’re taking by moving forward on this plan. It’ll likely compromise some of the most beautiful landscape, parks, and species that make Austin unique.<br>Please do not proceed with this plan. It’s bad for Austin. |

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| **5/3/2026** | Kyle Selby | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Kyle Selby |
| **4/21/2026** | Kyle Spencer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Kyle Spitzer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Kyle Spitzer |
| **4/30/2026** | Kyle Z | Let's put aside for a moment that this is yet another on a long, LONG list of attempts to alleviate highway congestion by adding more lanes to the highway (a trick which, as we should all know by this point, does not work). Even if we had the slightest hope that this project would help in the long term, the stretch of road you're looking to build runs right into town lake, Zilker, the greenbelt, and countless creeks and streams across the Edward's aquifer recharge zone. A project of this magnitude cannot be undertaken without a comprehensive analysis of the environmental impact that it will have on our natural spaces; in no universe is a simple environmental assessment sufficient to that end. I'm sure you all know this, and I'm sure you know that there will be a lawsuit if these concerns go unaddressed and the project pushes ahead without taking the proper steps to understand the potential consequences. Do the right thing and save yourselves the trouble. |

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| **4/20/2026** | Kylee Brouwer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Capital improvement reimbursements for affected community assets<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Kyler Burke | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/25/2026** | Kyler Burke | Dear CTRMA Board Members,<br><br>I am writing to express my absolute and vehement opposition to the proposed expansion of highways through Austin's critical aquifer recharge zones. The sheer disregard for the long-term environmental and public health consequences of such a project is not only appalling, but a reckless betrayal of our responsibility to future generations.<br><br>It is beyond comprehension that anyone would consider plowing through these protected areas to pave the way for more concrete and asphalt. Are we truly willing to jeopardize our precious water resources for the sake of convenience and short-term gains? The aquifers that provide the lifeblood of our city's water supply deserve far more respect than to be put at risk for an outdated, ill-conceived transportation plan.<br><br>This expansion is not a solution, but a symptom of an old, backward way of thinking that continues to prioritize cars over communities, the environment, and the sustainable future we all deserve. The potential damage to the aquifer—through runoff, pollution, and the inevitable disruption of natural water filtration processes—would be catastrophic. It is a slap in the face to every resident who values clean, reliable water and a livable environment.<br><br>Rather than pushing forward with a highway expansion that will only worsen congestion, air quality, and sprawl, we must shift our focus to forward-thinking, sustainable solutions. We need investment in public transit, bike infrastructure, and green spaces—not more highways that prioritize cars over the very natural resources we rely on.<br><br>I implore you to reconsider this reckless proposal, stand up for the protection of our aquifers, and instead advocate for projects that truly reflect the values of sustainability, innovation, and respect for the environment.<br><br>Contemptuously Disgusted,<br><br>Kyler Burke |

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| **4/27/2026** | Kylie Hogg | Barton springs and the Edward's aquifer is a historic water source and ecosystem that benefits the entire hill country, not just Austin. It gives it culture and brings it together. It is already facing major change and under threat and an expansion of Mopac could disrupt this already fragile ecosystem and potentially destroy it forever. This project would be a disaster and a disgrace to the Texas people. |
| **5/3/2026** | Kylie Mask | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. This city is so beautiful compared to other cities in the South because it is still accessible and welcoming. Please don't make it more difficult for citizens to enjoy what makes Austin unique. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Kylie Mask |
| **4/28/2026** | Kylie Tweed | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Kyndal Mayes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Kyra villalobos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | L Johnston | Dear CTRMA Board Members, I was born ad raised in Austin Texas. One if not THE reason people stay and move to Austin, is not the traffic or building more roads ( <span style="caret-color: #080809; color: #080809; font-family: system-ui, -apple-system, BlinkMacSystemFont, '.SFNSText-Regular', sans-serif; font-size: 15px; white-space: pre-wrap; background-color: #ffffff;">Mopac expansion) but the natural resouses and enjoyment of outdoor areas starting with BARTON CREEK. There are always "deciiders" who do not care about nature which is a HUGE part of living in Austin. This is simply a land grab when there are plenaty of other choices. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, L Johnston |

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| **4/20/2026** | L S | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>L S |

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| **4/20/2026** | L Snyder | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | L. Mir Sommerfeld | Hello,<br><br>I'm reaching out to voice my opposition for the south Mopac highway expansion project. Highway expansion projects have proven time and time again over the past 100 years that they don't improve traffic, they just create more of it. We've seen this in our own backyard with the Katy freeway, and Austin can't afford to make the same mistake. Increased pollution, more driving, and suburban sprawl will only create more problems for the next generation to address.<br><br>The funding would be more efficiently spent on increased transit reliability, creating shared use paths for pedestrians and cyclists, as well as crossings over the highway at regular intervals. I walk, bus, and bike most places, but I am often forced to drive when the highway cuts off access to the destinations in town that I would rather visit on foot or bike, and this is a great opportunity to provide that access via quarter mile frequency crossings. I don't want to further entrench driving as the only way to get around our city.<br><br>I love visiting Barton Springs and Zilker Park frequently; I want a full environmental impact statement because this is such a delicate ecosystem and we wouldn't be Austin without it.<br><br>Thank you,<br><br>Louie Sommerfeld |

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| **5/3/2026** | Lacee Wilke | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Lacee Wilke |
| **4/22/2026** | Lacey Misch | <no comment provided> |
| **4/22/2026** | Lacey Misch | <no comment provided> |
| **4/24/2026** | Ladan Vatani | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Laine Bushart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Laine Hardy | I strongly oppose the proposed South Mopac Expansion. I live [Redacted Personal Information] from Mopac and strongly believe that no expansion should take place. I believe that all plans to alter MoPac south should be suspended until after the I-35 construction is complete. I do not trust that the traffic projections take into account the behavior changes that will take place for drivers related to the I-35 construction, nor do they take into account the rise of autonomous vehicles, and changing economic growth in the region. The proposed plans to elevate lanes will increase noise pollution in many areas surrounding the project, not to mention increase other environmental degradation from increased impervious cover. This project will become an eyesore in an otherwise lovely place while not providing a significant benefit to users. I am also appalled to see another unjust proposal to include a demand priced toll lane which serves only to line the pockets of its operators and increase the inequality between those who can afford to pay and those who cannot. Public roadways should remain public. The project also spend a huge amount of time and money and will not relieve major congestion points, such as the intersection of westbound 360 at Mopac, which shows that this project is not fully thought out in the best interest of regional mobility. The best option for South MoPac is to do nothing! No expansion! |

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| **4/8/2026** | Laine Hardy | I strongly support a no build alternative to this plan! The proposed cloverleaf freeway entry at Lake Austin Blvd will create excessive congestion on West 6th and Lake Austin Blvd that will create a local traffic nightmare for those of us who live in West Austin, Tarrytown, and Deep Eddy. This ramp is also shown crossing a major bike lane and bike route which will create an unsafe condition for pedestrians and cyclists. I strongly oppose any roadway design for MoPac that includes raised travel lanes like those being proposed for the toll lanes in this project. These elevated roadways are an eyesore and encourage homeless encampments and trash dumping. I recently walked the Johnson Creek trail below MoPac between 7th Street and West 5th Street. It is full of trash, many homeless camps, and terrible erosion and environmental degradation. If TxDot or Central Texas Regional Mobility Authority are not going to maintain these areas, elevated concrete bridges and travel lanes should not be allowed, especially in environmentally sensitive areas. I also demand a more fiscally responsible solution. While I understand that the toll lanes are a revenue source, the initial spend for elevated concrete lanes will be excessive. As taxpayers, we need to see solutions that improve congestion without expansion by properly designing expressway access and exit points, re-striping, reducing confusion and merging, and safety improvements. Furthermore, I am concerned about the safety of drivers during construction. North MoPac at 183 - Anderson Lane has been under construction for some time and the temporary lanes and merging conditions are very unsafe for drivers. I have seen numerous crashes in that construction zone and I hardly ever travel through there. This plan doesn't take into account rapidly changing technologies. Technology is changing and it is impacting our mobility. Autonomous vehicles and AI are sure to change transportation and there is no way for the authors of this study to have incorporated those changes into this plan. If the planners of this project are using projections for 2045 started in 2015 and documented in 2018 and 2023, long before autonomous vehicles became commonplace on Austin streets. I do not trust that congestion will grow as these traffic studies project. Study after study of expressway construction does show that demand swells to fit the roadway. Yet again, this plan is an outdated solution when planners have many examples of how these sorts of expansion plans do not help in the long run. Its time Central Texas Regional Mobility Authority proposes a visionary solution that sets the standard for future infrastructure. |

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| **4/29/2026** | Laine Hardy | CTRMA,<br><br>I do not support the proposed expansion of Mopac South. I am in favor of a no build alternative.<br><br>I am a Central Austin resident who lives near Deep Eddy Pool. I believe the project will create significant harm to myself and my community by creating excessive traffic congestion during construction, generating additional noise pollution in addition to that we already suffer from, and poor air quality from increasing traffic. The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built. In addition, the design of these limited exit and entry toll lanes create a situation whereby Central Austin residents are subjected to years of construction congestion, noise and environmental degradation, but it rarely makes sense for us to use them. These toll lanes prioritize a small percentage of drivers who are heading far across town while leaving the thousands of us who bear the brunt of the project with no better way to access places within 3 miles of our homes.<br><br>In addition, I do not support elevated lanes of any kind. I live just two blocks from the Johnson Creek waterway which was devastated by the many layers of ramps and bridges that previous construction of MoPac created. The Johnson creek area is home to incredible landforms that were once a beautiful riparian watershed. The area is now destroyed by the elevated roadways which are a terrible eyesore, generate excess runoff and pollution from the concrete roadways, and create a sheltered environment for illegal dumping and homeless camps. CTRMA must not create elevated roadways, which are a magnet for trash and environmental degradation, especially not in the environmentally sensitive Edwards Aquifer zone. Beyond the mess that elevated lanes create below, elevated lanes generate excessive noise that is not effectively blocked by at grade noise barriers. I experience this daily at my own house where no sound barrier was installed to prevent the noise from reaching my house (built in 1930, long before the highway).<br><br>I believe that CTRMA must undertake a full Environmental Impact Statement (EIS) per federal standards and a traffic study that studies the congestion that will result from this project on connecting roadways. We deserve to be presented with the full picture of how these projects will impact the lives of people who live and travel within the project area.<br><br>There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, |

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| | | addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion.<br><br>This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks under or overbuilding the road based on incomplete and outdated demand projections.<br><br>Thank you,<br><br>Laine Hardy |

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| **5/3/2026** | Lainey Brown | To Whom It May Concern, As a native Austinite, I grew up in a time (90s/00s) when we were taught to respect the uniquely beautiful environment that makes Austin special. Austin was known as an environmentally conscious city, we had Keep Austin Beautiful, and many organizations and local businesses committed to keeping the waterways, green belts, and air quality clean for our natural ecosystems and the community at large. As a 34 year old who moved back home to Austin in 2019, it saddens me deeply to see these values quickly be thrown by the wayside in favor of expensive projects that benefit developers over our environment and citizens time and time again. The people do not want more toll roads. We don't want mega highways like in California--the mass migration of Californians I'm sure would agree, they moved here to Austin for a reason. The five minutes of time on the road that this expansion would save drivers is nowhere near worth the value of protecting our sensitive Edwards Aquifer recharge zone and the natural heart of our city, Barton Springs. Not to mention the years of construction that will surely make traffic worse for the next 5-7 (to who knows how long) years this project will be ongoing. This project will benefit no one but the contractors building it. And the CTRMA profiting from tolls. And just to be clear, I am a commuter--I live north of the river and commute to south Austin via mopac multiple times a week. I would much rather sit in traffic than see this happen. It is simply not worth the environmental and time cost. I also have family in both north and south Austin and this kind of major long-term construction will make it much harder on my family to be able to get to each other. It will put added stress on our lives. I believe this project will further alienate north and south Austin communities from one another. Thank you for your time. And please find another way to make the improvements you want to make without costing our environment and people so dearly. There are many creative people in this town. Hire some of them. Lainey Brown, Native Austinite |
| **5/3/2026** | Lainey Brown | Dear CTRMA Board Members, We need to stop prioritizing the wrong things. So what if it takes people a little longer to get where they're going? What truly matters is clean air, the health of our ecosystems, and protecting the natural beauty of Austin which is what attracts so many people to live here in the first place. And I say this as a commuter who crosses the mopac bridge multiple times a week. I would gladly stay in traffic longer if it means our environment is protected. ?? Thank You for listening to your neighbors, Lainey Brown |
| **5/3/2026** | Lainey Brown | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lainey Brown |

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| **5/3/2026** | Laith Toma | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Chip Douglas |

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| **5/3/2026** | Lallitha Grace | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lallitha Grace |

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| **4/20/2026** | Lambra Lewellen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lana Lominguez | Hi, this is Iana Lominguez. I oppose the Mopac Highway Expansion Project that would further jeopardize Edward Aquifer and the fragilebeauty and unique cave systems in Austin that would have concrete poured into them and directly impact Austin's water supply.Our endangered species like the salamander at Barton Springs and part of what makes Austin so special,All of an estimated five-minute traffic shaved off of commuting traffic, but in the meantime,adding an enormous amount of commute time for years.Ultimately, it would add to our commuting problem.It makes no sense, we're better off investing in public transportation like the train systemalready in development, more biking and walking trails.Cities have traffic, highway expansion hasn't been effective or efficient in preventingtraffic in other major cities who have invested lots in these projects, like Dallas, for example.I oppose.Please, please, please don't further this project.Thank you. |
| **5/3/2026** | Lana Nelson | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Lana Nelson |
| **3/19/2026** | Lance Gliser | I do not believe that additional lanes create an effect solution. Options for more efficient transit are required to get additional transit throughput. |

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| **4/27/2026** | Lance Morrison | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Landon Alhadef | This project must not go on. |

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| **4/28/2026** | Landon Laws | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Landon Laws |

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| **4/20/2026** | Laney Phillips | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Lani Thomison | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/25/2026** | Lani Thomison | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/21/2026** | Lani Thomison | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Lani Thomison | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/20/2026** | Lara Alvarez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Lara Hallock | I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives. Construction congestion The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built. Toll Roads don't help general users Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center. Environmental Degradation I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts. Fiscal irresponsibility There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion. The future is unknown This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |

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| **4/22/2026** | Laraine Ruiz | Dear CTRMA,<br><br>I am deeply concerned about the continued expansion of major roadway construction in Austin, especially with both I-35 and MoPac being subjected to major disruption at the same time. These are the two primary north-south corridors that much of the city depends on every day, and in an already congested city, this overlap will place an enormous and deeply unfair burden on residents, commuters, emergency access, and overall quality of life. Austin traffic is already at a breaking point, and layering major disruption onto both of these essential routes will not just create inconvenience. It will worsen gridlock across the city, force traffic into surrounding neighborhoods, increase commute times, raise stress levels, and make dangerous driving and road rage even more common. Residents are being asked to absorb the cost of planning decisions that feel poorly coordinated and detached from the reality of daily life in this city. At the same time, this project raises serious environmental concerns because it runs through an area connected to the aquifer. That should alarm anyone who cares about Austin's long-term water security and ecological health. The public should not be expected to accept worsening traffic, heightened safety risks, and potential environmental damage as the price of "progress".<br><br>I request there is full disclosure of all voting members relation to the companies active in the MoPac project. |
| **4/22/2026** | Laraine Ruiz | Dear CTRMA,<br>I am deeply concerned about the continued expansion of major roadway construction in Austin, especially with both I-35 and MoPac being subjected to major disruption at the same time. These are the two primary north-south corridors that much of the city depends on every day, and in an already congested city, this overlap will place an enormous and deeply unfair burden on residents, commuters, emergency access, and overall quality of life. Austin traffic is already at a breaking point, and layering major disruption onto both of these essential routes will not just create inconvenience. It will worsen gridlock across the city, force traffic into surrounding neighborhoods, increase commute times, raise stress levels, and make dangerous driving and road rage even more common. Residents are being asked to absorb the cost of planning decisions that feel poorly coordinated and detached from the reality of daily life in this city. At the same time, this project raises serious environmental concerns because it runs through an area connected to the aquifer. That should alarm anyone who cares about Austin's long-term water security and ecological health. The public should not be expected to accept worsening traffic, heightened safety risks, and potential environmental damage as the price of "progress".<br>I request there is full disclosure of all voting members relation to the companies active in the MoPac project. |

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| **5/3/2026** | Laran Snyder | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Laran Snyder |
| **4/28/2026** | Larissa Slota | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Larissa Slota | Don’t expand mopac plz. No one wants that. We will happily sit in traffic if you don’t touch our beautiful green spaces |
| **5/2/2026** | Larry D. Higgins | Against |
| **3/28/2026** | Larysa Mysyk | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it’s only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/13/2026** | Laura Farb | Dear CTRMA Board Members,<br><br>Also, to add to my previous comment, toll lanes ruin everything. It doesn't spread out the traffic. Take a look at Denver and other cities. Look at the back up right at the bottle neck of the 5th/caesar Chavez area leading up to the Barton Skyway exit. Doesn't create a safer flow of traffic. Creates people speeding by stopped traffic and then dangerous merges in the left and right.<br><br>Please reconsider the mopac expansion with statistical driven research and the integrity to protect our resources: for Barton Springs and for our natural habitats, which wildlife can't advocate for.<br><br>Thank you.<br><br>Sincerely,<br><br>Laura Farb |

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| **4/23/2026** | Laura Morgan | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Laura Morgan |

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| **3/19/2026** | Laura Beck | Please don't expand the highway anymore. It's too much construction and very little benefit |

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| **4/7/2026** | Laura Beck | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | Overall, this is a stupid project and I'm tired of all the construction. Stop making things worse in the environment for little to no benefit of anything else.<br><br>For the love of water in Central Texas,<br><br>Laura Beck |

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| **4/22/2026** | Laura Benson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Laura Bettor | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Laura Bettor |
| **4/27/2026** | Laura Bettor | I am against this project for many reasons. It is not worth it. What happens to the traffic getting dumped on Cesar Chavez? It will be worse than ever. Austin High School students are not even being considered. The drive times stated are not good enough - it's not worth it! And as stated, this will encourage more traffic due to more development, and will move traffic off of I-35 and onto Mopac. I know that you have heard all of these arguments. One that I have not heard anyone mention is that this is horrible for older people! So many older people are already too afraid to drive in this town. This will isolate older people and people who suffer from anxiety. So not worth it! One more thing. South Austin is all we have left of Austin, and it's going fast. This will put the nail in the coffin and ruin the beautiful landscape. If you want crazy highways, go to Dallas. |

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| **4/23/2026** | Laura Brown | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Laura Bryant | I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives.<br><br>Construction congestion<br><br>The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built.<br><br>Toll Roads don't help general users<br><br>Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center.<br><br>Environmental Degradation<br><br>I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts. |

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| | | Fiscal irresponsibility<br><br>There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion.<br><br>The future is unknown<br><br>This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |

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| **5/3/2026** | Laura Burkett | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Laura Burkett |

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| **5/3/2026** | Laura Childers | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Laura Childers |
| **5/3/2026** | Laura Cross | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Laura Cross |
| **3/19/2026** | Laura Detke | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/2/2026** | Laura ellington | We can not move forward with this. Austin can not afford to lose or have its gem Barton springs threatened in anyway. The problems with Austin growing is all of the things that made Austin so magnetic are slowly being pushed out. Also we DONT NEED ANY MORE TOLL ROADS. What we need are more buses, a rail system…better public transport system over all. How about that? Let's not jump to a privately funded 8 lane mess of a solution when there are many more community benefiting solutions besides this. |

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| **4/13/2026** | Laura Farb | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts.<br><br>One of the last vestiges and reasons to live in Austin is Barton Springs. Threating this precious gem in the middle of our city is eroding not only life for us but also for the natural inhabitants who need our protection for their survival and sustainability.<br><br>Proper assessments need to be done. These actions of expansion without mitigating risk to our natural habitats and to us cannot be undone.<br><br>Please take the long term view and consider alternatives to just labe expansion and help us protect our natural landscape and habitats.<br><br>Sincerely,<br><br>Laura Farb |

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| **5/3/2026** | Laura Farb | Hello, my name is Laura Farb.I live in zip code 78757.I've lived in Austin for 24 yearsand I want to protest the expansionof the South MOPAC freeway.I would like there to be an environmental auditI think is absolutely necessary.It's going over the one of the most protected areasin our region, the Edward AquiferAnd it's really threatening Barton Springs, which is sort of one of the only havens that we have in the city.A natural protected area, not only for the wildlife, but also for us as humans, the waterways.So I think we need to really take this seriously. The quality of life in the city has been declining with the growth in population.I don't think that expanding the freeway is going to help. There are other studies in other cities that just show it creates more congestion.And the impact that that development is going to have over the wildlife area and the aquiferis going to be detrimental and it's not reversible.So I would like you all to take it very seriously.And really it's threatening the quality of life in the city, which has already been goingdownhill for years.If we could at least keep this last vestige and protect nature, I think it's our ethicalmoral obligation, but also to help us in the long run as well as humans.Thank you. |

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| **4/13/2026** | Laura Farb | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts.<br><br>One of the last vestiges and reasons to live in Austin is Barton Springs. Threating this precious gem in the middle of our city is eroding not only life for us but also for the natural inhabitants who need our protection for their survival and sustainability.<br><br>Proper assessments need to be done. These actions of expansion without mitigating risk to our natural habitats and to us cannot be undone.<br><br>Please take the long term view and consider alternatives to just labe expansion and help us protect our natural landscape and habitats.<br><br>Sincerely,<br><br>Laura Farb |

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| **5/1/2026** | Laura Feeney | I am writing to provide specific feedback regarding the Mopac South infrastructure project. To ensure the development effectively serves the community, I would like to request the inclusion of wide, shaded bike and pedestrian paths throughout the design.<br><br>Additionally, it is essential for the project to incorporate dedicated bike and pedestrian east-west crossings at every quarter-mile interval. These additions will significantly enhance accessibility and safety for all residents.<br><br>Thank you for your time and for considering these recommendations to improve our local transit options.<br><br>Best regards,<br><br>Laura Feeney |
| **4/20/2026** | Laura Grady | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/2/2026** | Laura Henderson | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **5/3/2026** | Laura Hetherington | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity |

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| | | of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Laura Hetherington |

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| **4/21/2026** | Laura jenkins | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/21/2026** | Laura Koerner | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Laura Koerner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/2/2026** | Laura Limburg | Good Afternoon<br><br>I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics.<br><br>Thank you<br><br>Laura Limburg |
| **4/2/2026** | Laura Limburg | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |

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| **5/3/2026** | Laura May | Dear CTRMA Board Members,  I have lived in Austin for 43 years. My first home was up the hill on the corner of Kerr and Gardner (when I was just a toddler). Barton Springs and Zilker Park were my first public play spaces. I remember being a tiny girl, wading in the shallow end before I learned how to swim. The diving board was one of the first ones I ever jumped off of. In high school, The Springs was a favorite hangout spot. We used to sneak in at night! Now as a middle-aged woman- I look forward to early morning swims in the summer. We have made it our family tradition to attend the polar plunge  every New Year's Day. <br />I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Laura May |
| **4/27/2026** | Laura McLaughlin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Laura McNairy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Laura Monroy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Laura Monroy |

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| **4/22/2026** | Laura Monroy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Laura Monroy |

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| **5/3/2026** | Laura Natal | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Laura Natal |
| **5/3/2026** | Laura Reilly | Do not build over the springs. |
| **5/3/2026** | Laura Rubenstein | Hello. My name is Laura Rubenstein. I am a native Austin resident, grew up here, andI would love for there to be more of a impact screen report made for us. This project isto damage the ecosystem of our aquifer,which our entire city depends on.And the expansion of MOPAC is not a good idea.And I think me and a lot of other people agree with that.And there needs to be more research that goes to thisbefore the aquifer system is irreversibly damagedand the city gets impacted in a very negative way.Please, please think of the springs and our beloved water table.Thank you for your time and inspiration and have a good day. |
| **4/20/2026** | Laura Shapiro | Dear CTRMA,<br>I am writing as a parent to express my support for the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>Like many families, we rely on nearby green spaces not just for recreation, but for our children's well-being, development, and sense of connection to their community.<br>As this project moves forward, I respectfully urge you to include the following measures in the project scope:<br>-Trees and expanded tree planting to preserve shade, air quality, and the natural environment our children depend on.<br>-Avoidance of parkland encroachment so that families do not lose critical shared spaces<br>-Capital improvement reimbursements for affected community assets that serve children and families<br>-A noise wall workshop with meaningful community input, ensuring that residents—especially families—have a voice in decisions that affect their daily lives<br>-An open space fund dedicated to long-term preservation and restoration of green areas<br>-A permanent green fund to support ongoing environmental mitigation for future generations<br>As a parent, I am thinking not only about today, but about the kind of environment we are shaping for our children over time. These measures would help ensure that growth and infrastructure improvements do not come at the expense of the health, safety, and livability of our communities.<br>Thank you for your time and consideration.<br>Sincerely,<br>Laura Shapiro |

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| **5/3/2026** | Laura Spragans | Hello. My name is Laura Spragans. I'm an Austin resident of District 3. I'm calling to urgethe board to require a full environmental impact statement before moving forward withthe MOPAC south expansion. I've lived here for nine years and a huge reason I chose Austinto like make my life here is its access to nature. I'm on the Roy and Ann Butler trailin the Greenbelt and on Barton Springs multiple times a week. These places are core partsof my life and what makes this city special.I'm already seeing the negative impactsof highway expansion from I-35.It's more traffic, more pollution,and disruptions to access.I'm a member of the Festival Beach Community Gardenand it's directly affecting my plot,the wildlife I see, as well as my access to my gardenthrough the pedestrian trails.I really don't wanna see the same thing happento another cherished part of my city.What's especially frustrating is that this project,that projects like this typically only save a few minutes of travel time, and even thatdoesn't last.But the damage to our water, green spaces, and community is long-term, and in some cases,especially this one because of how sensitive the recharge area is, it will likely be irreversible.This project sits over the Edwards Aquifer Recharge Zone, which directly feeds into BartonSprings, which is a host to our beloved salamanders, as well as a slew of endangered species, andthat's too important and too fragile to riskon an incomplete environmental review.I'm asking you to requirea full environmental impact statementbefore moving forward.Austin's water, wildlife, and public spacesare not replaceable.Thank you for your time. |

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| **5/3/2026** | Laura Spraggins | Dear CTRMA Board Members, <p data-start="133" data-end="352">I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. <p data-start="354" data-end="975">I have lived in Austin for nine years, and a central reason I chose to build my life here is the city's deep connection to nature and its extraordinary public green spaces. Running along the Roy and Ann Butler Trail, hiking and birding in the Greenbelt, and swimming in Barton Springs are foundational parts of my weekly life. I visit these places at least three times a week. These are not occasional amenities to me; they are where I gather with friends, exercise, and find peace and wonder in the natural world. They are also vital habitat for wildlife and part of a larger ecosystem that sustains our entire community. <p data-start="977" data-end="1034">Because of that, I am vehemently opposed to this project. <p data-start="1036" data-end="1599">I am already experiencing the impacts of major highway expansion through the ongoing I-35 project. Road closures and construction have increased traffic and disruption in my daily life, and I've seen direct effects on the quality of my plot at Festival Beach Community Garden, which sits adjacent to the expansion. Increased pollution, noise, and access limitations—including pedestrian bridge closures—have affected both my ability to tend my garden and the surrounding wildlife. I do not want to see another cherished space in our city degraded in the same way. <p data-start="1601" data-end="2137">The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin—a landscape that has nurtured communities for thousands of years and continues to define the spirit of our city. Yet the Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For those of us who live here and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented. <p data-start="2139" data-end="2654">The project corridor lies directly over the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with little natural filtration. The assessment acknowledges karst features and multiple creeks within the project area, including Barton Creek and others that flow into Barton Springs, yet provides minimal protection for these features during construction. Expanding pavement will inevitably increase polluted runoff, threatening water quality. <p data-start="2656" data-end="2982">The document also recognizes habitat near the project area for endangered species such as the Barton Springs salamander and the Austin Blind salamander—species that depend entirely on the stability and health of the aquifer. Even small disruptions to water quality or flow can have irreversible consequences for these species. <p data-start="2984" data-end="3577">Beyond environmental risks, the project would significantly impact the surrounding community. The proposed expansion—up to thirteen to eighteen lanes in some areas—would bring increased noise, air pollution, and structural changes to the landscape near Lady Bird Lake, Austin High School, and some of the city's most heavily used trails and public spaces. Construction would disrupt access to the Butler hike-and-bike trail, pedestrian bridges, and the broader network connecting Zilker Park and the Greenbelt—spaces that are central to daily life for thousands of Austinites, myself included. <p data-start="3579" data-end="3797">Austin residents have voiced strong opposition to similar proposals in the past, and the need for careful, comprehensive review is even greater now as our aquifer faces increasing pressure from drought and development. <p data-start="3799" data-end="4004">A full Environmental Impact Statement is the minimum level of analysis required to fully understand the cumulative environmental and community impacts of this project and to ensure meaningful public input. <p data-start="4006" data-end="4282">Austin's water, wildlife, and quality of life are too important to risk on incomplete analysis. These natural spaces are not replaceable. I respectfully ask the CTRMA Board to direct staff to prepare a full Environmental Impact Statement before advancing this project further. <p data-start="4284" data-end="4326">Thank you for your time and consideration. Respectfully, Laura Spraggins |

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| **3/11/2026** | Laura Tabor | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br>I do not think we need more toll roads that are never paid off and I am against disrupting wildlife habitats, and increasing traffic and pollution. Austin keeps making bad decisions based on this "supposed future growth". I think it is just a money grab for the short term because with the water usage of hardly regulated data centers, and the overblown hype of Austin's specialness, this huge growth won't be happening-hopefully. We should not be "growing" Austin but regulating what we have to keep people already here healthy and prospering.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Laura Tabor |
| **5/3/2026** | Laura Westcott | Dear CTRMA Board Members, The proposed addition of MoPac, will have significant negative impacts in ongoing construction for five to seven years. I was born in Austin in 1957 and have lived in the Zilker neighborhood since 1998. This expansion will do major harm to traffic flows and my beloved Zilker Park as well as downtown Austin. Such construction will cut off use of Lady Bird Lake where I hike and cycle daily and kayak frequently. The project would increase pollution and harm endangered species and their habitats. There are other much more viable alternatives. Please please do not destroy the city i've called home for close to 70 years but adding more pavement and taking away exactly what makes Austin special. Let's be a progressive city that offers practical solutions to everyone. Respectfully, Laura Westcott |

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| **5/2/2026** | Laura Wright | CTRMA,<br><br>I absolutely OPPOSE the MoPac South expansion! More lanes just invite more traffic, don't solve the problem and will just lead to ANOTHER stupid toolway.<br><br>Rail, mass transit and bike lanes are much better solutions.<br><br>If you choose to pursue this, I want to see a Complete, Detailed Environmental Impact Statement! We deserve to know exactly how this is going to destroy the surrounding environment and introduce more damage to our daily lives.<br><br>Please reconsider this very bad proposal. Austin is smarter than this.<br><br>Laura<br><br>----------<br><br>Laura P. Wright |

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| **4/27/2026** | Laurel Bodah | This expansion will cause serious environmental issues, and despite the study, will most definitely impact the wildlife, the nature, and the citizens that enjoy Barton Springs. |

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| **5/3/2026** | Laurel Petriello | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Laurel Petriello |
| **5/3/2026** | Lauren | Please do not impact Barton springs!! No more toll roads. |
| **5/3/2026** | Lauren | Please protect the green spaces we have left in Austin! These are what makes Austin beautiful and desirable. We don’t need more concrete! |

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| **3/23/2026** | lauren ashley simkins | Sitting in traffic on mopac isn't that bad because we're next to the beautiful greenbelt most of the time. I'm comparing this to driving in houston where it looks like the apocalypse already happened. Austin is special, our aquifer and barton creek and barton springs are so so special and if we mess them up we can't get them back. We do not want more lanes. There is plenty of space, people just don't understand zipper merging and are scrolling. If the goal of the expansion is to reduce traffic, there should at least be a push for public education around those things + exploration of other minimally invasive solutions first. If the goal of the expansion is to make work for whoever builds highways, they should pick a different spot or get a hobby <3 The hobby could be putting together a full environmental impact statement! I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. • Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. • More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. • Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. • Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. • Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors. • Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I |

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| | | respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. Sincerely, Lauren Simkins |
| **4/18/2026** | Lauren Bailey | Please don’t jeopardize Barton springs! This will not make traffic better it will only perpetuate it and destroy a beautiful part of our unique city. |

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| **5/3/2026** | Lauren Barter | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Lauren Butler |

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| **4/24/2026** | Lauren Bonetti | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Lauren Bonetti |
| **4/27/2026** | Lauren Busche | I love Barton Springs and i’m very worried about the mopac expansion impacting our aquifer. Please do a full ecological analysis and share it with the public before starting any construction!!! |

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| **3/19/2026** | Lauren Cadell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I cannot say piss off enough.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. What liars.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Humans are such an invasive species.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. We don't deserve them.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Lauren Cadell |

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| **4/23/2026** | Lauren Clendenin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Lauren Coffman | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Lauren Coffman |
| **4/23/2026** | Lauren Collins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Lauren Coppess | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Lauren Daly | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Lauren Daly |

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| **4/21/2026** | Lauren Daly | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Lauren Daly |

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| **5/3/2026** | Lauren Dupas | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Lauren Dupas |
| **5/1/2026** | Lauren Dupuis | I urge a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. I live in this area of Austin, despite its high prices, because of its location near the springs, greenbelt, parks, etc. and I fully support all efforts to protect and enhance these important assets. |
| **4/28/2026** | Lauren Etienne | I was born in raised in Austin, most nights growing up we were driving downtown and spending lots of time at Barton springs, little and big Stacy's, and getting milk shakes at huts and I think almost every elementary kid in the area has taken a field trip to Edwards aquifer, but even if you're not from here Barton springs is something everyone can appreciate and a HUGE part of the community that brings people together, it would be a definite issue if Austin decided to effectively take away any part of its nature, and it's important that this shouldn't even cross the minds of people in charge of these decisions. South congress is already losing its soul I think it should be natural beauty that is next. |
| **4/21/2026** | Lauren Evans | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Lauren Evans | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Lauren gaines | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lauren Garza | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lauren Garza |

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| **4/21/2026** | Lauren Goudeket | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lauren Hagar | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lauren Hagar |

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| **4/18/2026** | Lauren Hovey | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Lauren Hovey |

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| **5/2/2026** | Lauren Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lauren Johnston | Dear CTRMA Board Members, <p data-start="216" data-end="289">I'm writing to share my opposition to the proposed MoPac South expansion. <p data-start="291" data-end="708">I moved to Austin in 1981, and what drew me in was how different it felt from other cities. The music, the energy, the affordability—but most of all, the connection to nature. Barton Springs Pool was always the heart of that for me. A spring-fed pool right in the middle of a city—it's something rare and special, and it says a lot about what Austin has always valued. <p data-start="710" data-end="828">Even though I no longer live in the U.S., I still own a condo there, and I care deeply about what happens to the city. <p data-start="830" data-end="1286">Expanding MoPac like this just feels like the wrong direction. It would mean years of construction, more noise, more traffic disruption, and added strain on areas that are already some of the most loved parts of the city. Places like Lady Bird Lake , Zilker Park , and the Barton Springs area are part of what makes Austin special, and it's hard to imagine this kind of project not impacting them in some way. <p data-start="1288" data-end="1632">What's also confusing is that voters already supported investing in public transit durning a city electection some years back. I thought the goal was to move toward better, more sustainable transportation—not keep expanding highways. It makes me wonder why we aren't focusing more on those solutions instead of taking on a project like this. <p data-start="1634" data-end="1872">Austin has grown a lot, and I understand that growth brings challenges. But I don't believe more lanes are the answer. It feels like it risks chipping away at the very things that made Austin such a unique and special place to begin with. <p data-start="1874" data-end="2031">I hope you'll reconsider this project and look more closely at alternatives that better protect the character, environment, and long-term future of the city. <p data-start="2033" data-end="2057">Sincerely, <p data-start="2033" data-end="2057">Lauren Johnston Lauren Johnston |
| **5/3/2026** | Lauren Lehman | Hi, my name is Lauren Lehman. I'm an Austin resident, and I just wanted to call and make a comment that I am against the MOPAC expansion road, and I also wanted to request a full impact study of this, and just wanted to put my request in and make a comment again that I'm against this. Thank you. Bye bye. |

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| **5/3/2026** | Lauren Lightfoot | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lauren Lightfoot |
| **3/28/2026** | Lauren Linahan | nderstand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Additionally, I'd like to recommend these pathways restrict the use of dirt bikes and motorbikes with signage posted. This will ensure more safe passage of families not on them. |
| **4/27/2026** | Lauren Logan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Lauren Luft | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/3/2026** | Lauren Lyness | Dear CTRMA Board Members,  I would rather continue to endure traffic as we know it than compromise our environment and existing green spaces. They should be valued as a part of what makes Austin so wonderful.  <br />I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Lauren Lyness |
| **5/3/2026** | Lauren Medel | Dear CTRMA Board Members,  I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.  Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement  and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors,  Lauren Medel |
| **4/9/2026** | Lauren Morris | I'm from Raleigh NC and moved to Austin two years ago. I live in North Loop and regularly use I-35 and Mopac to go to work downtown. Given the traffic science data, adding more lanes will only increase traffic. The money that's allocated to this project should be used to better our existing public transit options, or expand the Metrorail program. Citing "pedestrian improvements" to garner public support does not make sense, as pedestrians do not want to walk alongside a highway. The construction will also harm local wildlife, making Town Lake less hospitable to tourism and small businesses offering water sports equipment. Furthermore, shutting down a side of Mopac while I-35 is under construction in the same part of town will be stressful for drivers and will increase traffic wait times throughout Austin. |

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| **5/3/2026** | Lauren Napolitano | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lauren Nevarez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lauren Nevarez |

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| **5/3/2026** | Lauren Olander | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lauren Olander |

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| **4/20/2026** | Lauren Parr | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Lauren Pascale | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Lauren Pascale | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lauren Revels | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  <p data-start="2198" data-end="2385">Please conduct a full Environmental Impact Statement to guarantee the protection of our wildlife and caves. Austin's access to natural spaces is a key factor in quality of life for our community, as well as tourism.  Sincerely,  Lauren Revels |

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| **5/3/2026** | Lauren Ross | Attached please find my report with comments on the MoPac South Draft EA.<br><br>D. Lauren Ross, Ph. D., P. E.<br><<Attachments>> |
| **5/3/2026** | Lauren Shafford | Hello, I would like to note that I do not believe adding separated toll lanes will improve the flow of traffic, especially if permanent infrastructure must be added for them. (separate onramps, etc.) the toll lane for north mopac has not appeared to improve the flow of traffic or travel times. I do think the potential separate overpasses at william cannon/290 and mopac may be beneficial however. that stretch is a huge pain point for many Austinites during their commute south. It would be a great improvement and be favorable with the public if that section of mopac is reconfigured. I also have many environmental concerns, especially over the edwards aquifer recharge zone. we should absolutely protect that area, and not construct any new separate roads over it, especially for a toll lane. |

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| **3/23/2026** | Lauren Simkins | Dear CTRMA Board Members,<br><br>Sitting in traffic on mopac isn't that bad because we're next to the beautiful greenbelt most of the time. I'm comparing this to driving in houston where it looks like the apocalypse already happened. Austin is special, our aquifer and barton creek and barton springs are so so special and if we mess them up we can't get them back. We do not want more lanes. There is plenty of space, people just don't understand zipper merging and are scrolling.<br><br>If the goal of the expansion is to reduce traffic, there should at least be a push for public education around those things + exploration of other minimally invasive solutions first.<br><br>If the goal of the expansion is to make work for whoever builds highways, they should pick a different spot or get a hobby <3 The hobby could be putting together a full environmental impact statement!<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their |

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| | | water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Sincerely<br><br>Lauren Simkins |

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| **4/20/2026** | Lauren Stanley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/30/2026** | Lauren Stanley | To all it may concern:<br><br>Larger capacity highways are NOT an answer, for myriad reasons. Highway construction is a way to spend an inordinate amount of money on old solutions that do NOT match future needs to find co-benefits and overlapping solutions in our urban and transportation realms. I'm not going to take this space to educate readers on why.<br><br>What do we need?<br><br>We need:<br><br>- a proper, legitimate EIS<br><br>- wide, shaded bike and pedestrian paths<br><br>- east-west crossings every quarter of a mile for PEOPLE not vehicles<br><br>- improved transit reliability<br><br>- most critical of all: we need to do EVERYTHING we can to protect our precious, regionally defining Barton Springs. No other city in the world has a Barton Springs. Our children will be denied this treasure that has nurtured generations if we, the older generations in charge right now, don't make critical careful decisions today.<br><br>Do what's right, not what lines pocketbooks and passively accepts old-guard engineering norms. Listen to people.<br><br>As everything else is rapidly changing in this world, what used to be called "smart" and "safe" and "recommended" is as well.<br><br>Sincerely,<br><br>Lauren Stanley |

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| **4/21/2026** | Lauren Stevens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lauren Tullos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | lauren vasquez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | lauren vasquez | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  lauren vasquez |

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| **4/21/2026** | Lauren Wheeler | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/21/2026** | Lauren Wheeler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Lauren Wood | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Lauren Woosencraft | I do not support the Mopac expansion over the Edwards aquifer. Texas nature is what makes Texas great! |

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| **4/23/2026** | Laurie Bell | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Laurie Bell |

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| **5/3/2026** | Laurie Bell | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, laurie bell |

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| **4/30/2026** | Laurie Coffin | I oppose the proposed MoPac expansion. Spending 5-7 years on construction to add an additional 6-8 lanes that results in saving ~5 minutes on commute time is ridiculous. Especially when considering the financial cost and environmental impact of this project.<br><br>This proposal will vastly increase vehicle emissions, produce constant traffic noise, and put our water and neighborhoods at risk from increased polluted runoff and significantly degraded air quality.<br><br>Runoff and construction impacts also pose a direct threat to Ladybird Lake, putting water quality, habitat, and the health of this central urban ecosystem at risk, while also completely ruining the the experience of the hike and bike trail. This project endangers several known habitats of the Barton Springs and Austin blind salamanders and threatens the Edwards Aquifer. Scientific dye-tracing and field studies by the City of Austin and the Barton Springs/Edwards Aquifer Conservation District show that pollution entering the aquifer in the Sunset Valley and Manchaca basins can reach Barton Springs in a matter of days, putting these irreplaceable waters and species directly in harm's way.<br><br>Why is CTRMA pushing this project forward without a full Environmental Impact Statement? Federal law requires a full Environmental Impact Statement for projects with potentially significant effects, and the draft Environmental Assessment's own findings make the case for a deeper, more rigorous review.<br><br>We deserve a better solution.<br><br>Sincerely,<br><br>Laurie Coffin |

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| **5/3/2026** | Laurie LeBoeuf | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Laurie LeBoeuf |

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| **4/20/2026** | Laurie Sauls | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Laurie Winnette | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, LAURIE WINNETTE |

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| **3/24/2026** | Lauro Revelea | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Lauro Revelea |

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| **4/22/2026** | Lauro Revelea | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lauro Revelea |

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| **4/22/2026** | Lauro Revelea | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lauro Revelea |

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| **3/21/2026** | Lauro Reveles | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Lauro Reveles |

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| **5/2/2026** | Lavinia Martin | I am against the South Mopac Expansion plan at this time.<br><br>Would welcome alternate transportation such as buses and light rail.<br><br>Please make sure a thorough and comprehensive environmental impact study is completed before a decision is made.<br><br>Thank you.<br><br>Lavinia Martin |
| **4/9/2026** | Lawrence Coleman | I do not support any expansion of tolls on MOPAC. The north toll expressway only made traffic worse and would harm traffic for much more expense. It will only benefit the corporations running the toll, not Austin drivers. |

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| **5/3/2026** | Lawrence F. Lander | Dear CTRMA Board Members,  I am writing to strongly oppose the proposed MoPac South expansion since the project does not even address traffic congestion--which I would think would be its prime driver.  Hoping to save a few minutes commute time based on outdated data and plans that are decades old, seems particularly shortsighted.  In this case, when the Austin City Council and Travis County Commissioners Court have questions, I certainly do too.  The disruption and impact in my specific neighborhood will be significantly negative, and the very real environmental concerns for one of Austin's most important treasures.  I visit Zilker Park almost every day,  I walk the Hike and Bike Trail daily, I'm a regular driver on MoPac--exactly where this project would have such an impact.  When people talk about what to see when you come to Austin and why the quality of life is consistently rated so highly here, they talk about Barton Springs, the Barton Creek Greenbelt, Lady Bird Lake and the Hike & Bike Trail.  They don't say, "you have to see MoPac."  Let's make moves that make Austin a better place for all our citizens, not create I-35's little sister.  As a first step, CTRMA's own Draft Environmental Assessment must be read more critically.  The very serious environmental and community concerns raised require a much more rigorous review and response.  "Nothing to see here" is truly laughable.  I would suggest each member of the board revisit the story of how the Barton Creek Greenbelt came to be (maybe start here:  <a href="https://bartoncreektimestream.org/foreverland.php">https://bartoncreektimestream.org/foreverland.php) </a>and then ensure that we have a full Environmental Impact Statement as a prerequisite for any project in this environmentally-sensitive area.  Once the aquifer system is destroyed, there is no going back.  Adding more lanes to existing highways has proven to be a highly ineffective solution to congestion--indeed, Houston's Katy Freeway debacle is used to teach planners and engineers exactly what not to do.  That widest freeway in the world continues to be one of the most congested in the state.  Let's not build projects just to keep our highway construction friends in business.  Let's embrace Austin's goal to place less emphasis on cars.  Let's not let solutions proven to fail be our path in Austin.  Lawrence F. Lander |
| **4/20/2026** | Layla Tavakolian | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>First and foremost, full protection of Barton springs and the Edwards aquifer.<br>It’s so critical we protect the endangered salamander that is crucial for the ecosystem.<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Layla Tavakolian | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>LLT |

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| **4/22/2026** | Layla Tavakolian | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>LLT |

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| **4/17/2026** | Lb Backus | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. You will be stripping away a part of Austin that makes Austin, Austin. A Toursit attraction that also gives back to the city's revenue. Think about that.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. You will be stripping away a part of Austin that makes Austin, Austin. A Toursit attraction that also gives back to the city's revenue. Think about that. |

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| | | Sincerely,<br><br>Lb Backus |

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| **4/16/2026** | Lea and Rian Grisemer | This email is to express our opposition to the construction of elevated lanes on MOPAC. We agree with the City of Rollingwood that this would have a negative impact on Rollingwood, Central Austin and adjacent neighborhoods. The lifestyle and preferences of the community should be factored into this decision.<br><br>Sincerely<br><br>Lea & Rian Grisemer<br><br>Rollingwood, Texas |

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| **5/3/2026** | Lea Klumpp | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lea Klumpp |

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| **3/19/2026** | Leah | As a user of MoPac, I do not support the proposal to expand the highway to more lanes. It has been found that expanding highways does not result in a decrease in traffic (https://www.sciencedirect.com/science/article/abs/pii/S0967070X18301720). Instead, I would like CTRMA to invest in transit, walking, and biking infrastructure. There are also other creative solutions–such as turning an existing lane into an HOV or transit lane–that don't require expansion of the highway. There are so many creative solutions to traffic that are better for the environment and our communities than expanding the highway system. |
| **4/21/2026** | Leah Autry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Leah Fritz | Hello,<br><br>As a resident of Austin, I am writing to formally express my strong oppositionto the proposed MoPac South expansion. Expanding our highway infrastructure is a dated solution that fails to address our long-term mobility needs while threatening our local environment.<br><br>The current proposal claims to have "no significant impact," but adding over 100 acres of new pavement in an environmentally sensitive area demands the highest level of scrutiny.<br><br>I am calling for a full Environmental Impact Statement (EIS). An abbreviated Environmental Assessment (EA) is insufficient for a project of this magnitude and ecological risk.<br><br>On a personal level, I am exhausted by the cycle of highway-centric planning. I see the constant expansion of lanes as a failure of imagination that only leads to induced demand and more traffic. My vision for Austin is a city connected by a world-class bike and pedestrian network and a robust regional rail system—not more asphalt. We need leadership with the creativity to invest in a future that prioritizes people over more toll lanes. If you're not up for the challenge to build a better future, get the hell out of the way of the creative people who have more imagination and vision than you.<br><br>It is time to move past ineffective "solutions" that have been proven not to work. I urge you to reject this expansion and pivot toward sustainable, regional transit.<br><br>Sincerely,<br><br>Leah<br><br>Austin, TX |

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| **4/24/2026** | Leah graham | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Leah McLaughlin | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **3/19/2026** | Leah Meltzer | Hi there, I am an Austin resident living in the Rosedale/Allandale area not too far from MoPac and I am strongly opposed to MoPac being expanded. Research since the 1960s has shown that widening highways actually makes traffic congestion worse than before. Additionally, I deal with chronic bronchitis and my lungs really do not need any increase in air pollution from car exhaust. Instead you could consider converting Mopac into a transit lane with walking and biking paths. Texans need better transit options, clean air, and we generally need options to get away from the financial burden of owning and maintaining a private vehicle. We don't need or want wider highways. We need public transit. |
| **5/3/2026** | Leah Meltzer | I am writing to express my opposition to the expansion of MoPac. I am extremely concerned about the disruption for natural habitats and ecosystems, the immense cost of this project for taxpayers, and the overall car-dependent infrastructure that is being built rather than public transit infrastructure. I am having to spend so much money on car repairs due solely to weather-related damage, I am so sick of being forced to own a car to live here. Please invest in transit and pedestrian safety, not more highways and roads. |

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| **5/3/2026** | Leah Meltzer | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Leah Meltzer |
| **4/22/2026** | Leah Moon Mohamadi | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/22/2026** | Leah Moon Mohamadi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Leah Norman | Hello,<br><br>I am writing to oppose expanding MoPac South. Rather, I support regional rail, a world class bike/pedestrian network, and converting highways to more usable streets. The weather in Austin permits biking year round and our city should be the most bikeable in America. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA) conducted on the expansion of MoPac.<br><br>With the I-35 expansion underway despite massive unpopularity with residents and council members, expanding MoPac would only worsen traffic conditions in the city. Expanding highways induces demand and ultimately does not solve the concerns that they are trying to solve.<br><br>Thank you,<br><br>Leah Norman (Austin, TX 78741) |

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| **5/3/2026** | Leah Schiman | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Leah Schiman |

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| **4/22/2026** | Leah Stein | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Leah Stein |

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| **4/22/2026** | Leah Stein | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Leah Stein |
| **5/3/2026** | Leahanne Alexander | I do not want the expansion of Mopac to go through, and believe it would affect the water source for Barton Springs, a priceless piece of our city. |

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| **5/3/2026** | Leana Layton | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Leana Layton |
| **4/20/2026** | LeAnn Gillette | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lee Ann Cameron | I can’t believe anyone would even THINK about this before I-35 is done. Terrible idea! I oppose this under any circumstances because of the environmental impact. We need trains, not cars! |
| **5/1/2026** | Lee Campos | I am happy to see our representatives moving rapidly to address our road crises. This is extremely important and it is extremely important that we accomplish the project in a considered and exacting way. Part of your due diligence should be to produce a comprehensive EIS for every one to see. The Edwards deserves thorough and comprehensive EIS. Thank you for your time. Lee Campos Princeton ‘82 |
| **4/22/2026** | Lee Chavez | As a 13 year resident of Austin, and having grown up in the concrete hellscape that is Dallas, I definitely wish that this project *NOT* move forward. Plenty of examples of this same idea being utilized and failing exist in cities like Dallas, LA, and Houston. More highway lanes don’t equal better traffic flow. And additional toll lanes won’t help that either. I’m also tired of these toll lanes being owned by foreign entities, and collecting revenue long after they’re paid off. I don’t believe that this project will do what it’s intended to do. I believe instead, it will waste financial and physical resources (where ever they come from) that would be better spent updating old and failing infrastructure around the city. |

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| **5/3/2026** | Lee Jewett | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Lee Jewett |
| **5/1/2026** | Lee Lawson | Good morning. This is Lee Lawson. I'm a West Texan, 70 years old, been living in Austin for about 22 years now. So I am not, I am against the expansion of South Mopac. We need more trains, we need more buses, and we need more public transportation, not more cars. If they insist, there needs to be an impact study, a proper environmental impact study, over construction, over the Edwards Aquifer, because this is only going to add to pollution of critical water, beautiful water, protected water here in Austin, Texas. We need to move forward, not backwards. We need to quit moving backwards because of the current political regime. We don't want to mix politics with water qualityor air quality. So perhaps an electric train along the MOPAC side, yes. And if you do animpact study, I think you will know that there are endangered species and endangered BartonSprings that need to be protected. Appreciate you taking the time to get my opinion. I will continue to voice my opinion on this. I live very close to South MOPAC and drive it. I understand the issues and the problems, but the solutions being proposed by TxDOT, by CTRMA, are backwards.Texas needs to move forward, please.Thank you. |
| **4/28/2026** | Lee Nudelman | I regularly utilize the violet crown multiple days a week for my exercise routine which is primarily biking. I am regularly accompanied by my disabled friend that has a specialized recumbent bike because she has no lower limbs. I cannot convey in words how much relief and relaxation as well as fulfillment, and fitness the trail brings to mine and my friends life. Please prioritize no disruptions to trail access as you consider the steps if this construction moves forward. I do not believe in toll roads in general and this one in particular does not seem necessary or to be a good Stewart of government funds. I am hopeful this project will not be approved but if it is please consider my comments above as part of the plan. Thank you for your time and consideration. |

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| **4/26/2026** | Lee robinson | Dear CTRMA Board Members,<br><br>I oppose the the proposed addition of 6 to 7 new lanes, extending 8.8 miles from Enfield Road to Slaughter Lane, as it will have significant negative impacts in, at least, the following ways, both environmental and lack of practicality.<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Lee Robinson |

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| **5/1/2026** | Lee Urbanovsky | <Attachment><br>Lee Urbanovsky<br><br>mayor<br><br>City of Buda |
| **5/3/2026** | LeeAnn | I urge a full Environmental Impact Statement due to risks to the Edwards Aquifer and Barton Creek. As someone who lives by and uses mopac south every single day, we do not need an extension. It is completely fine as is. |
| **5/3/2026** | Leeann C Funk | Absolutely NO TO MORE LANES OF TRAFFIC ON MOPAC. NO. NO. NO. There are better ways than hurting the places that make Austin, Austin! Do NOT TOUCH ZILKER OR BARTON SPRINGS!!!! |
| **4/27/2026** | Leela Mckenna | Do not build over Barton's Springs. It's the last sacred part of Austin we have left. People move here because of the nature not because they want clear, traffic free, roads. If saving Barton springs means making traffic worse, any true Austinite would choose to save our springs. |

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| **4/23/2026** | Leigh Ennis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Leigh McSkimming | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Leigh McSkimming |
| **3/24/2026** | Leigh Ziegler | 1. Why is Gaines Creek Park not recognized as protected land?<br>2. Consider roadway noise deduction or acceleration at MoPac and highway 290 where elevated ramps produce excessive noise; is there any pavement mitigation please do a noise evaluation |

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| **4/29/2026** | LEIGH ZIEGLER | Expanding MoPac now conflicts with Council's goals for Austin. It primarily speeds access from the suburbs while breaking up community life and degrading the green corridor along MoPac. The benefit to Austin taxpayers is minimal.<br><br>With I-35 and SH 130 available, this project is hard to justify—especially while Austin is already losing water quality, clean air, and basic greenspace. Widening MoPac would remove mature landscape and habitat that make this corridor livable, while inviting more traffic and pollution (including heavy trucks) as an alternate route.<br><br>The cost is not just dollars—it's irreversible loss. Most residents do not want more lanes and another toll if the tradeoff is less greenspace and a weaker community fabric.<br><br>Our priority should be protecting water quality, air quality, and resident health. Adding multiple lanes—no matter the price—fails that obligation.<br><br>Leigh Ziegler<br><br>District 8 |

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| **4/25/2026** | Leigha Massey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Leika Aguinaldo | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Leika Aguinaldo |

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| **3/24/2026** | Leila Levinson | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br>This proposal will be profoundly detrimental to so much that is precious abut Austin, especially the Edwards Aquifer that feeds the two most precious fetaures of Austin: Barton Springs and Deep Eddy.<br><br>What will Austin be without the natural resources of the water the aquifer provides? A desert.<br><br>A wider highway will only lead to more traffic. At the cost of a safe high school environment and our swimmng holes.<br><br>I completely oppose this plan.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Leila Levinson |

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| **4/22/2026** | Leila Levinson | CTRMA Board members,<br>It is unacceptable for the Central Texas Regional Mobility Authority (CTRMA) to continue disregarding the significant environmental and community impacts of widening and elevating portions of MoPac South through the neighborhoods of Austin, Rollingwood, and West Lake Hills. The porposed highway expansion directly over the Edward Aqufier Recharge Zone, threatens water quality and endangers the alread precarious survivial of four federally listed endangered species, including the Barton Springs and Austin Blind Salamanders. Furthermore, the expansion will exacerbate localized air quality concerns, near sensitve areas like Austin High School, where students and teachers will bear the brunt of increased air pollution.<br><br>Without a full Environmental Impact Statement (EIS), CTRMA is risking irreversible environmental harm, years of disruptive construction, and the permanet loss of endangered species; all for a project that may fail to deliver the minscule, promised traffic benefits. The Austin community rejects the proposed "finding of no significant impact" and demands that the CTRMA, as part of a full EIS, prioritize meaningful community engagement to develop modern, sustainable alternatives that address congestion without sacrificing environmental protections or public health.<br><br>The ill-conceived project profoundly misrepresents. - the need for + benefit of such expansion<br>= the threat to the Edwards Aquifer, the most threatened aquifer in the state<br>- the levels of pollution that will result from the additional cars the expansion will bring<br>- the severely determined health consequences for Austin High students<br>do not lie about potential environmental impacts. Produce an EIS |
| **4/21/2026** | Leila Moss | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Leilani Crosswright | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Leilani Rader | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/26/2026** | Lela Ellison | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/25/2026** | Leland Murphy | I am deeply opposed to this expansion. Stop splitting up our city for Big Oil/Gas interests! |
| **5/3/2026** | Leland zietz | This highway expansion makes zero logical sense. It has long been known that adding more lanes fails to alleviate traffic. Continuing this project would only endanger the environment more and increase congestion |

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| **4/22/2026** | Lena Becerra | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Lena Becerra | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/19/2026** | Lena Rodenbeck | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Lena Schultz | Barton springs is an integral part of the Austin ecosystem and community. Expanding mopac through the center of the Edwards aquifer is absolutely unnecessary and a waste of taxpayer dollars. I do not support the mopac expansion plans. We need to preserve and maintain the ecosystems that allow our environment to thrive, building a highway through the middle of our biggest water source is not the right move. |

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| **4/26/2026** | Lenia Warrenfells | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Lenia Warrenfells |

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| **4/29/2026** | Lenora DuBose | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Leo Heinzel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Leo Zonn | Dear CTRMA Board Members, <p class="MsoNormal">May 3, 2026 <p class="MsoNormal"> The purpose of this message is to state my strongest possible opposition to the Proposed MoPac South Expansion. I am a retired Professor of Geography (University of North Carolina, University of Texas) whose interests have long included an array of urban planning issues. <p class="MsoNormal"> There is no need here to reiterate the many negative environmental outcomes of the project, that range from potential impacts on the all-important Edwards Aquifer Recharge Zone to the detrimental effects on the cardiovascular health of the population of Austin High School, which clearly lies within the construction zone. Such outcomes have been detailed in a variety of venues, including this “public comments” forum. <p class="MsoNormal"> This project is a mammoth and long-term undertaking that requires far more study—I should say legitimate study—of its impacts on the lives of people throughout a large swath of Austin.  The nature and scope of the project are inconsistent with the strategic plans that have been conducted over the last decade that consider the many social and environmental implications of unbridled urban growth. Clearly, a thorough and substantive examination is needed, starting with a valid Environmental Impact Statement. <p class="MsoNormal"> I suggest the forces behind this expansion stop for a moment and consider the many implications of this plan, most of which have been conveniently ignored. This careless and hurried approach is reminiscent of the historic divides created by the bulldozing of central Austin for I-35 several years ago. We are still feeling the effects. Let's not repeat such a haphazard approach to such a massive undertaking and rethink a vision of Austin that reflects its people, not just planners, developers, and politicians.  <p class="MsoNormal"> Leo Zonn, PhD Respectfully, Leo Zonn |

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| **4/22/2026** | Leonie Sztab | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Leonie Sztab | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Lesley Blessing | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Lesley Blessing | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Lesley L | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Lesley L |
| **4/27/2026** | Leslie | I oppose the expansion of MOPAC South. Numerous studies have shown that expanding a highway does not actually reduce the length of a trip. Even if it did, a few extra minutes is a small price to pay to preserve our environment. |

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| **5/2/2026** | Leslie Currens | Dear CTRMA,<br><br>I oppose the Mopac South expansion from Slaughter to Enfield.<br><br>This expansion would add over 110 acres of pavement and bring 9 years of construction noise and pollution to the area at a cost of $825M+.<br><br>This expansion would increase air and water pollution in the impacted region, while not reducing traffic, because more roads just brings more cars.<br><br>I request that you please implement a Full Environmental Impact Statement (EIS) for this project so that the full impacts of this plan can be understood.<br><br>I support instead funding of alternative methods for reducing car traffic through Central Austin.<br><br>Sincerely,<br><br>Leslie Currens<br><br>Austin, Texas |
| **3/20/2026** | Leslie F Currens | Do not widen MoPac. This type of solution will draw more traffic onto the expanded roadway and ends up making traffic WORSE rather than better. As someone who lives along MoPac, this type of change will cause so much harm without providing traffic benefits. MoPac expansion will cause irreparable harm. Communities along the path will be negatively impacted, the environment will be harmed, while the benefit will be minuscule, saving at best a few minutes of someone's drive time. In the long run, it will make traffic much worse along the entire MoPac route by drawing traffic to MoPac that belongs on I-35.Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mobility goals. Instead of widening Mopac at great expense with little payoff, please consider: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. Encouraging more traffic to use the HW 130 Bypass around Austin to relieve I-35. |

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| | | Removing Tolls on HW 130 to make that highway usage more economically advantageous. Move traffic to HW 130, not into Central Austin via MoPac. |
| **5/1/2026** | Leslie Hart | Please do not advance this project. It places too heavy a burden on the already sensitive environment. The goal of opening additional lanes on Mopac in the subject corridor should be accomplished with more modest additions (one additional lane in each direction) that would have more reasonable fiscal and environmental impact. |

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| **3/21/2026** | Leslie John Bourne | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Leslie John Bourne |

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| **3/21/2026** | Leslie John Bourne | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/28/2026** | Leslie Lindzey | I am strongly opposed to the plan to add so many lanes to mopac across the lake. Especially without an environmental impact assessment. The impact this project could have on Zilker park, the lake, and adjoining neighborhoods is immense. Please stop this insanity. |

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| **4/20/2026** | Leslie Ragland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/20/2026** | Leslie Valentine | Dear CTRMA Board Members,<br><br>My family and I are totally against the MoPac expansion and request that you drop this horrendous project, which would devastate the Barton Creek and Lady Bird Lake area. This iconic part of Austin is beloved by Austinites and draws people from around the world.<br><br>As native Austinites, we do NOT want a wider highway that would entail long-term construction over the fragile Edwards Aquifer recharge zone, causing air and water pollution, harm to endangered species such as salamanders and bats and increased noise and disruption to the thousands of people like myself who swim at Barton's Springs and walk on the Greenbelt.<br><br>Having grown up here, I have seen the destruction and paving over of so many beautiful green spaces and natural areas to build or widen highways. It is truly heartbreaking.<br><br>Other cities backed by science-based studies have realized that widening highways is not a solution to traffic. What we do want is for CTRMA to invest in transit, walking, and biking—not double down on highway expansion.<br><br>Please drop your plans for this short-sighted, environmentally harmful project!<br><br>Thank you,<br>Leslie Valentine<br><br>For the love of water in Central Texas,<br><br>Leslie Valentine |

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| **4/24/2026** | Lesly Veliz | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lesly Veliz |

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| **5/3/2026** | LESLY VELIZ | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lesly Veliz |

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| **4/24/2026** | Lesly Veliz | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lesly Veliz |

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| **5/1/2026** | Leta Moser | Hello,<br><br>MoPac South needs safe bike & pedestrian paths, more crossings, and reliable transit — NOT more lanes.<br><br>As a citizen cyclist, I imagine what even a fraction of the $825m cost (for marginal benefit to some drivers) could do to supercharge safe walking, bicycling, and transit in the Austin area -- making Austin a truly accessible (not-car dependent) city.<br><br>Please invest in infrastructure to support sustainable transport instead of making congestion and traffic a god to tithe to..Please do not expand the highway. Instead:<br><br>Add wide, shaded bike and pedestrian path.<br><br>Create bike-pedestrian east-west crossings every quarter mile<br><br>Improve transit reliability<br><br>Thank you for your consideration,<br><br>Leta |

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| **4/25/2026** | Leticia Gómez | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin creating more traffic in the city, affect businesses and major events like Austin City Limits and SXSW.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. Create more dust and affect people's life styles.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. In conjunction with many other current renovations in the city.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Leticia Gómez |

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| **4/20/2026** | Letticia Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lexi Mooney | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lexi Mooney |

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| **5/3/2026** | lexi sav | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  lexi sav |
| **4/20/2026** | Lexi Seale | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Lexi Wilsey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Lexi Wilsey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Lexie Cooper | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lexie Piacentino | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Lexie Piacentino |
| **5/3/2026** | Lia Camp | Do a full environmental impact study before you destroy the best part of our city, Barton springs |
| **5/3/2026** | lia siddique | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, lia siddique |

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| **4/26/2026** | Liam McCabe | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Liam McCabe |

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| **5/3/2026** | Liam O'Connor | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing P.S. I did a research assignment as an undergrad looking at flooding in Austin. It has been proven that increasing impervious cover leads to more runoff and potentially more flooding. Austin has a history of serious floods, and as it continues to grow and more impervious cover is built, our risk of serious flooding grows. This is not just about the ecosystem. This could be a danger to the people of Austin if ignored. For the love of water in Central Texas, Liam O'Connor |

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| **5/3/2026** | Liana Underwood | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Liana Underwood |

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| **5/3/2026** | Lianne Aponte | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lianne Aponte |

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| **4/20/2026** | Libby Hendee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Libby Linton | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/2/2026** | Libby Spencer | I'm deeply concerned about this project. It's being rushed through without appropriate attention to its environmental impact and looks like to cause irrevocable damage. Also appears not to be worth the expense and disruption for such a small benefit in travel time. Please reconsider embarking on this folly. |

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| **4/14/2026** | Liberty Baker | Dear CTRMA Board Members,<br><br>Here:<br><br>Austin is an incredible hub of culture and life for central texas. part of that culture is a love and appreciation of the wildlife around us ESPECIALLY the wildlife in barton springs and the greenbelt. This proposal is not only wasteful and unhelpful to the public but it also directly threatens the health of the barton springs ecosystem and the aquifer. We are shooting ourselves in the foot if we allow for such a destructive and polluting project to continue. You are not doing this for the people of Austin, it will help no one and just cause more congestion. Austin sees enough unnecessary construction, don't allow this project to destroy our community's health and happiness.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent |

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| | | damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Liberty Baker |

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| **5/3/2026** | Liberty Baker | Dear CTRMA Board Members, If the City of Austin allows for this unnecessary and terrible project to begin/continue, the city will undoubtedly be worse for it. You will poison our water, air and desecrate miles of already fragile wildlife and land. No one who understands the damage this will do wants this to happen. It is a stupid and selfish project to pursue, and will benefit absolutely no one in the long run. The area surrounding the proposed construction, especially the Springs and rivers, have been a sacred and indispensable gathering place for humans and wildlife alike for thousands of years, much longer than "Austin" has even existed for. This land is not anyone's to pollute and destroy. If this project continues, and you do not listen to the thousands of people telling you to stop your plans, you will anger and turn all of those people against you. Don't continue to be selfish and thoughtless and listen to what everyone is telling you to do: STOP THE MOPAC EXPANSION I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even |

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| **5/2/2026** | Lidia Agraz | To whom it may concern.<br><br>Please do not destroy my neighborhood, the Aquifer and the green areas next to LadyBird Lake.<br><br>I have owned and lived in the Deep Eddy neighborhood for more than 27 years. My house is located on Upson Street between Lake Austin Blvd and 7th St. MOPAC noise and related traffic has increased every year.<br><br>If you expand MOPAC lanes, the noise and physical structure of MOPAC will destroy our little neighborhood and significantly lower the value of my homestead. Please explore other solutions such as directing traffic to roads outside existing neighborhoods.<br><br>Thank you for your attention to my request.<br><br>Lidia Agraz |
| **4/21/2026** | Lila Oshatz | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Lila Oshatz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lilah Krause | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Lilian Swartz | Will be great to connect for walking / cycling |

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| **4/20/2026** | Liliana Schuman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Lilianna Moran | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Lilli Zinaman | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Lilli Zinaman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lillia Glover | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Lillia Glover |
| **5/3/2026** | Lillian Hogan | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lillian Hogan |
| **5/3/2026** | Lillian Johnson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lillian Johnson |

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| **5/3/2026** | Lillian Kazanoff | Dear CTRMA Board Members, <p data-start="120" data-end="304">As a local Austinite, I cherish the Springs and our community. I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project - and Austin City Council, Travis County Commissioners Court, and the Urban Transportation Commission agree. Work with us, and we will work with you to sustainably grow and protect our Austin.  <p data-start="306" data-end="515">The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. <p data-start="517" data-end="776">• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. <p data-start="987" data-end="1230">• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. <p data-start="1232" data-end="1454">• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. <p data-start="1656" data-end="1913">• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. <p data-start="1915" data-end="2063">• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. <p data-start="2306" data-end="2499">• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. <p data-start="2712" data-end="2935">• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.  <p data-start="2937" data-end="3189">• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. <p data-start="3375" data-end="3535">• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. <p data-start="3537" data-end="3695">The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is |

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| | | necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. <p data-start="3982" data-end="4260">For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lillian Kazanoff |

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| **5/3/2026** | Lilly Banks | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Lilly Banks |
| **5/3/2026** | Lily Kazanoff | As a local Austinite, I cherish the Springs and our community. I urge you to recognize the impacts of the proposed project. I request a full Environmental Impact Statement (EIS) and less harmful alternatives - and Austin City Council, Travis County Commissioners Court, and the Urban Transportation Commission agree. Work with us, and we will work with you to sustainably grow and protect our Austin. |
| **4/21/2026** | Lily Walker | I am opposed to this plan for MoPac South. Please do not prioritize pavement and motor vehicle traffic over the health of our environment, specifically the Edwards Aquifer recharge zone. The Edwards aquifer and Barton Springs deserve protection, they are fragile ecosystems that have a significant amount to do with the founding of this city "Waterloo" we now call home. Please be pragmatic and reject more climate warming pavement in the short term in favor of watershed protection that will benefit our community long term. Water is life. |
| **5/3/2026** | Linda | Please do not expand Mopac in a way that will jeopardize Barton springs, Edward’s aquifer and all of the watersheds and natural habitats Austin is famous for. People visit Austin and are amazed by the natural beauty. The same can’t be said for Houston or San Antonio which are both filled with highways and strip malls. It’s not worth it. Protect our natural resources and land for generations to come! It’s what makes Austin special. |

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| **4/23/2026** | Linda Galloway | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Linda Galloway |

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| **4/23/2026** | Linda Galloway | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Linda Galloway |
| **5/3/2026** | Linda Aldrich | Hello- I am worried about the environmental impact such a large highway expansion project will have, especially in such a sensitive recharge zone. There are several caves in the area, and it seems like these caves would be irreversibly damaged. One of my favorite crawling caves, Whirlpool, is right under MoPac. How will it be affected by this construction? Also, the project seems like it will be truly unsightly. Is there a way to add a single extra lane each way on Mo-PAC to lessen the impact? Please reconsider this project and reimagine it's that it fits better into its environs. Thank you, Linda Aldrich |

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| **4/23/2026** | Linda Badillo | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Linda Badillo |
| **3/24/2026** | Linda Beltran | 1. I am not convinced this project is necessary- rather it would be more beneficial to redirect resources to better public transportation.<br>2. Noise mitigation is insufficient- current noise from MoPac is already too loud and constant; the bend travels through the Dick Nichols Park<br>3. A break down of the "pain of building" timeline should be projected for each stage of each option.<br>4. The impact to the natural resources is too high; water, karsts, aquifers, green space, trees, animals. |
| **5/1/2026** | Linda Czisny | I am against adding toll lanes to Mopac. This environmental area must be protected. I so value the biking hiking trails along Mopac. This expansion is not in the best interest of our community. |

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| **5/3/2026** | Linda Glass | Our city has grown to a point that it is almost unrecognizable. Please do not take our beautiful waterways and pollute our grounds so that my grandkids can enjoy it safely. |
| **5/3/2026** | Linda Goodale | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Linda Griffith | CTRMA should prepare a full-scale Environmental Impact Statement for MoPac South before it proceeds any further with the project. The MoPac South expansion could have disastrous effects on air and water quality, noise and light pollution, parks, endangered species, and neighboring communities. |
| **5/2/2026** | Linda Lester | Hi, my name is Linda Lester. I'm a resident of Austin, TexasI live in South Austin and I just wanted to say that the Barton Springs is like a really important part to my communityWe go there all the time. We definitely don't want the Mopec running through Barton Springs, you know, polluting the water making it unsafe. A lot of people come from out of town, tourists come to visit as well, because in additionto my full-time job, I also uber a lot of hours and a lot of tourists come down andlike to enjoy the spring and walk around, which brings in tourism money. It directly impacts the green area of our city and is a critical important part of Austin,Texas than old Austin and we hope to keep it clean. I'd be happy to participatein any efforts to keep Barton Springs from getting the MOPAC through. If youever need to reach me for any reason, you could leave a voicemail. My number is-. And I appreciate you taking the time to listen to this voicemail and listen to the othervoicemails.Thanks for watching! |

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| **4/20/2026** | Linda McCoy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Linden Marak | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Linden Marak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lindsay Beckman | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lindsay Beckman |

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| **5/3/2026** | Lindsay Gorman | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Lindsay Gorman |

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| **4/24/2026** | Lindsay Hutchens | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Lindsay Hutchens |

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| **3/29/2026** | Lindsay lane | Dear CTRMA Board Members,<br><br>I think you now that once green space is destroyed, it is gone forever. Part of the hopelessness and reactivity today stems, I think, from the degradation of our natural world and the feeling that there is nothing we can do to stop it. Here is a project which can be stopped in favor of our natural environment. It's up to you to say no to an expanded highway which is unnecessary (are we really going to be a city with more cars?) and certainly will degrade this area we have protected for so long. Thank you for reading.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Lindsey Lane |

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| **4/17/2026** | Lindsay Loftin | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Lindsay Loftin |

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| **4/30/2026** | Lindsay Muse | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/15/2026** | Lindsay Nicole McClune | As improvements move forward on the South Mopac corridor, I want to highlight a critical safety and connectivity need for our community. Since 2020, Meridian residents have been advocating for a paved path along Hwy 45 from our neighborhood to Escarpment Blvd, a distance of only 1.2 miles. Completing this short segment would unlock safe access for more than 3,000 residents, connecting us to Circle C and the new paved path beginning at Slaughter Lane. Today, many cyclists, runners, and pedestrians are forced to use the narrow Hwy 45 shoulder, creating an unnecessary and dangerous situation. City Council District 8 has acknowledged the urgency of this issue by allocating $117,000 for the design phase. Meridian has an active committee dedicated to this initiative, and we can provide supporting materials and graphics upon request. We appreciate your consideration of this essential safety and connectivity improvement. |
| **5/3/2026** | Lindsay Williams | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Lindsay Williams |
| **5/3/2026** | Lindsey Allen | There are other ways to reduce traffic in Austin rather than putting the Barton springs watershed in danger of being polluted and/or destroyed/damaged. Please find another way. Do something else. Do not endanger Barton springs. |

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| **5/3/2026** | Lindsey Creel | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lindsey Creel |
| **5/3/2026** | Lindsey DiCello | To whom it may concern, I'm writing to oppose the proposed toll expansion on Mopac. Decades of transportation research show that adding lanes doesn't reduce congestion. It creates more of it through induced demand. More capacity invites more drivers, and within a few years traffic returns to the same gridlock we started with, except now with more emissions, more pavement, and more cars on surrounding streets. The environmental costs are significant. Construction will damage the tree canopy along the corridor, increase impervious cover that worsens runoff into the Barton Springs watershed, and add to the heat island effect in central Austin. More vehicle miles traveled also means more tailpipe emissions in a city that has committed to serious climate goals. Austin should redirect these resources toward solutions that actually move people: protected bike infrastructure, expanded bus service, and meaningful investment in public transit. Those are the tools that reduce congestion long-term, not more lanes. Sincerely, Lindsey DiCello, Austin resident |
| **5/3/2026** | Lindsey Smith | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Lindsey Smith |

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| **4/18/2026** | Lindsey Steaples | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/18/2026** | Lindsey Steaples | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Lindsey Steaples |
| **4/27/2026** | Lindsey Ulsh | I request the project complete a full environmental impact report so that it can be confirmed the springs are not impacted. |

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| **4/27/2026** | Lindsey Watson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/27/2026** | Lindsey Watson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Lindsey Watson |

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| **4/27/2026** | Lindsey Watson | Dear CTRMA Board Members,<br><br>I STRONGLY oppose the proposed Mopac South expansion!<br><br>There is no place in the world like Austin. The natural areas and the waters that run through this city are sacred. I have lived here for 15 years and I have been a lifeguard at Barton Springs. I am so lucky to call this place home and am able to swim in these waters. We have such a unique landscape here that requires care and stewardship. We have an ethical and moral obligation to keep these natural spaces clean.<br><br>That being said, more lanes??? Have yall even driven through Katy? Have you not learned anything about transportation? More lanes = more accidents = more traffic.<br><br>Please be serious right now.<br><br>For the love of water in Central Texas,<br><br>Lindsey Watson |

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| **5/3/2026** | Lindsey White | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lindsey White |

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| **4/24/2026** | Lindsey Yazbek | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Lindsey Yazbek |
| **5/1/2026** | Lindsey Zischkale | I am writing to vehemently oppose the proposed south MoPac expansion. City residents have been utterly tolled to death, not to mention the disastrous environmental impact highlighted in the (not even complete!) environmental impact study. Study after study has shown the only thing that eases congestion is public transport-- adding more lanes only adds more traffic, in a never-ending cycle. If you are truly interested in helping your fellow Texans and not just adding to your bottom line you will stop this project. |

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| **4/23/2026** | Linh Ong | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Linh Ong |
| **3/23/2026** | Lisa | I DONT WANT:  A wider highway.  Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/1/2026** | Lisa | As I am sure many others have commented - this project is TOO big and TOO negatively impactive for what it will supposedly provide...a few saved minutes on our commutes...years in the future when it is completed. Despite what the shared reports say - the environmental impact alone will be devastating to the parkland, aquifers, wildlife (including endangered species), and humans in the construction and surrounding areas. It will create unnecessary habitat destruction, noise & vehicle pollution, danger to our aquifers, and more. Of course, there are many more reasons to halt this project and look for a more sustainable and smaller scale solution...please consider shelving this plan. We do NOT want this to go forward. |
| **4/27/2026** | Lisa A | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lisa Albracht | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Lisa Albracht |

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| **5/3/2026** | Lisa Alley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Lisa Audiffred | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lisa Cameron | No more traffic in Austin! |

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| **4/20/2026** | Lisa Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lisa Gener | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lisa Gener |

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| **5/3/2026** | Lisa Gonzalez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lisa Gonzalez |
| **3/28/2026** | Lisa Locke | This will make it safer for cyclists such as my family. |

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| **4/20/2026** | Lisa Loperfido Loperfido | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Or don't do it at all!!!!!! Save what's left of Austin. We don't want wider roads! We want to enjoy the springs and the greenery!<br>Thank you for your time and consideration. |
| **5/3/2026** | Lisa Maxwell | As someone living on the Mopac access road, I can attest that the environmental impact of this construction will be negative and far reaching. My life and home were directly affected by the last Mopac expansion in such a way that I cannot support doing what is arguably more extensive damage through the beautiful green heart of our city. Please find a more creative and thoughtful solution than wider. |
| **5/3/2026** | Lisa Miele | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Lisa Miele |

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| **4/23/2026** | Lisa Muir | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/28/2026** | Lisa Ramie | Dear CTRMA Board Members,<br><br>I ask that, at the bare minimum, you do a full environmental impact statement for this project. As an Austin resident who drives on Mopac, I can't see how decreasing traffic marginally is worth the potential harm to our local natural treasures. We need an objective review of this expansion project from an environmental standpoint before proceeding.<br><br>Respectfully,<br><br>Lisa Ramie |
| **5/2/2026** | Lisa Smith | Stop the MADNESS of destroying the one thing we all need-WATER and the beauty we all crave- green belt! |

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| **4/22/2026** | Lisa Sutherland | It is unacceptable, and frankly, unconsionable, not to complete a FULL ENVIRONMENTAL IMPACT STATEMENT on a project of this scale in such an important and environemtally sensitive area as the land that will be used for the proposed mopac south expansion. There are too many potential negative impacts not to get a complete study. 1. the health of our citizens, particularly Austin High Students, people who love and use zilker park, hike and bike trail, the greenbelt, barton springs, the Edwards Squifer.<br>2. the cost of the project<br>3. the disruptiveness of construction for limted time savings<br>4. redirection of traffic into downtown around Austin High School<br>5. the closing of the pedestrian bridge under Mopac<br>6. environmental \effects of highway run off chemcials and fiet during construction |

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| **5/3/2026** | Lisa Tippett | Several questions<br><br>1. Will the additional lanes be toll lanes? If so, this seems inherently unfair since wealthier drivers will be able to more easily afford this, but regular working people would have to stay on the general access roads at a slower, more congested pace.<br><br>2. Any estimates as to how long this will work until population grows and we are again facing congestion?<br><br>3. Was any attention given to the possibility of mass transit options?<br><br>4. Several locations currently have abundant wildflowers in the spring and summer. These will apparently be plowed over. Will any attempt be made to replenish those or will it be a concrete jungle?<br><br>5. Will those environmental mitigation options be enforced, or is this just proposals?<br><br>6. Where exactly would the noise barrier walls be placed? We have a park (Dick Nichols) that is already somewhat noisy from existing traffic.<br><br>Respectfully.<br><br>Lisa Tippett |

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| **4/23/2026** | Lisa Wakefield | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Lisa Wells | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Lissa Rabon | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Lissa Rabon |

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| | | Sincerely,<br><br>Lissa Rabon |

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| **4/18/2026** | Lita Vallis | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Lita Vallis |

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| | | Sincerely,<br><br>Lita Vallis |

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| **4/22/2026** | Livia Belferman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Livia Belferman |

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| **4/22/2026** | Livia Belferman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Respectfully,<br><br>Liz Baker |
| **3/22/2026** | LIZ BERMEL | As an ER nurse in the Austin area, I am begging you not to expand MOPAC. This is an outdated way of handling traffic congestion which leads to worsening of congestion in the long-run. That means more air pollution, which is a known carcinogen and leads to premature death from all causes, as well as miscarriages and stillbirths. That also means more deaths and life-changing disabilities from car accidents. Instead, please increase access to bike, bus, and pedestrian infrastructure. These are far more efficient modes of transit when invested in properly, and they increase quality and quantity of life, rather than taking it away. |

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| **5/1/2026** | Liz Bermel | To Whom It May Concern:<br><br>I am writing in opposition of the expansion of MoPac South. Any funds that would be used for that purpose should be used to build public transit/pedestrian/bike infrastructure.<br><br>As an ER nurse, I see the public health consequences of air pollution daily. According to the World Health Organization, about 9 million people die prematurely on an annual basis due to the impacts of air pollution on their health. Highway expansions are known to increase commute times and therefore increase air pollution. Possible consequences for the city at large, but particularly those living near the highway, include but are not limited to: increases in heart attacks and strokes, more complications from diabetes, higher rates of asthma and COPD, increased risk of miscarriage and stillbirth, increased risk of cancer of all types (not just lung cancer.)<br><br>As an individual, I have noticed the impacts of air quality on my own health. I regularly monitor AQI numbers for the Austin area and I have noticed that I have trouble breathing on days when the numbers are high. For the last few days, my coworkers, patients, and I have all felt worn down and exhausted. Our eyes burn, our throats burn. This is not a virus, and the pollen counts are too low to blame it on allergies. The air quality has ranged from 50s up to 130. We are already not meeting the EPA standards and people feel it physically in their bodies.<br><br>Please prioritize less polluting modes of transit. This is a matter of life and death. Thank you for your time and consideration. |
| **5/3/2026** | Liz Hund | This would destroy austin |

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| **5/2/2026** | Liz S | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Liz Stice | Can you please make sure to do an impact study to make sure this will not pollute or otherwise damage our wonderful pools and other water bodies. |

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| **4/27/2026** | Liz Swanson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/27/2026** | Liz Swanson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Liz Swanson |

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| **5/3/2026** | Liza Cabrera | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. 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| **4/28/2026** | Lochlyn McClure | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Logan Ackerman | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Logan Ackerman |
| **5/3/2026** | Logan Donna | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Logan Donna |

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| **4/21/2026** | Logan Leamons | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **3/19/2026** | Logan Presley | STOP EXPANDING THE HIGHWAY, PLEASE TURN WHAT YOU'RE CURRENTLY BUILDING INTO A PASSENGER RAIL PLEASE |
| **5/1/2026** | Logan Presley | PLEASE BUILD LIGHT RAIL INSTEAD OF EXPANDING THE HIGHWAY I AM BEGGING THAT YOU START NOW |

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| **4/23/2026** | Logan Ulery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Loida Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Lola Madden |
| **3/24/2026** | London Darce | As a resident of Austin who frequently drives on MoPac and recreates in the caves here, I am very frustrated by the proposed project and the impacts on the caves it will inevitable have. No amount of mitigation you promise will undo the actual impacts of more cement on the ground. For a few more lanes?? That is so short sighted. Please consider the No Build option. You cannot mitigate way the impacts of filling caves with cement, like happened in the original MoPac construction. I hope you will consider a reasonable option. |

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| **4/22/2026** | Lora Maldonado | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Lorde Little | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs  to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as |

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| | | we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lorde Little |
| **5/3/2026** | Lorelai M. | Austin is shooting itself in the foot. Barton Springs is one of our greatest tourist attractions and selling points, not to mention a haven for our residents, but it seems the city has no problem jeopardizing it. "Expansion" is stretching our resources thin. We should be known as a city of quality, not quantity. Fix the roads we already have and take care of those who live here, both Austinites and the rare salamanders only found in Barton Springs. Don't try to become another sprawling metroplex like DFW. |

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| **4/22/2026** | Loren McDermed | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Loren McDermed | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Lorena Puente | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Lorena Zuniga | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by Evergreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **5/2/2026** | Lori Ellington | My name is Lori Ellington, 310-993-3147, resident of Austin, Texas for the past almost 30 years,and I demand a full environmental statement regarding the reconstruction of MOPAC, theexpansion.I think this is a terrible idea, given the fact that this is a very high-costing projectthat has an incredible, incredibly bad impact on the environment, including the four endangeredspecies that are located in Austin, Texas, and the precious water Edwards Aquifer that is partof the livelihood of this community, as well as Barton Springs, as well as our drinking water,and just the environment in general. I think this is a terrible idea, and I am asking you tonot do this project and that you must have a full environmental statement ifthis is to happen. Otherwise this is just ridiculous. Thank you. |

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| **4/30/2026** | Lori McClure | To Whom it May Concern,<br><br>I strongly urge CTRMA to take into account the preferences of Austin residents, homeowners, drivers, and taxpayers like me who are OPPOSED to the Mopac South expansion project.<br><br>The change I've seen during the 45 years I've lived in Austin has been significant, and the volume of traffic has undeniably increased, but the expansion project is not in the interests of our community and the relief it would provide is not substantial enough to warrant consideration given the tremendous effects it will have on Austin's most precious resource (water), its crown jewel (Barton Springs), and its best-in-Texas environmental attributes.<br><br>Austin's growing population has definitely resulted in more congestion on our city's roadways, and transportaiton authorities have responded by expanding and enhancing major thoroughfares and highways. City leaders have attempted to enhance transportation corridors and to encourage ride-sharing, biking, and other methods of commuting. Sadly, TxDOT and CTRMA seem to think only of asphalt and expansion, without regard for the sensitive locations that will be bulldozed and paved over to achieve the goals of more lanes and more cars moving [minimally] faster during a small portion of each day. Alternatives should be considered!<br><br>The Mopac South expansion project began more than a decade ago—I know, as I attended the public hearings held at that time. A lot has changed in the 14+ years since the traffic model that forms the basis for the project was finalized, and yet that model still underlies the project! The data are no longer relevant, especially given altered work arrangements post-pandemic, changes made during those 14 years to address traffic flow and to increase transportation options, and changes in the Austin economy generally that have resulted in different transit patterns. Furthermore, people who live in areas that require long commutes on Mopac to and from work have MADE A CHOICE to live in an area that REQUIRES A LONG COMMUTE. No one is guarateed a commute that will not exceed a specific number of minutes. In a state that supposedly stands for individual responsibility, why can't our transportation authorities spend funds to work cooperatively with developers and community groups to EDUCATE people about THE REALITIES of life in subdivisions and then to think creatively about how to REDUCE the number of single-driver cars leaving and returning to a subdivision during peak traffic times? Mopac should be improved within its existing footprint and officials should work cooperatively to educate and inform residents about why more lanes are not the answer for this segment of Mopac. |

I live in Austin because of Barton Springs. I have been swimming there on a daily basis, year round, for 45 years. I know that when construction occurs anywhere over the aquifer the spring water entering the pool is affected. I've been in the water at the very moment that white plumes of sediment or the smell of fertilizers enter the pool through Parthenia spring. When we get large amounts of rain over the aquifer now, the pool is cloudy for days, that didn't happen before all the development over the aquifer, and that development is directly tied to Mopac South. Drilling into karst limestone features kills and/or irrevocably alters fragile ecosystems. Undertaking this expansion project now, when water resources are becoming ever more scarce, when the state faces a growing number of water crises, and as we are coming to understand more and more about the interconnectedness of humans and nature (including endangered species that are throughout the Edward Aquifer recharge zone) is short-sighted and ignorant.

Moreover, to propose doing so without a thorough and complete Environmental Impact Statement is the height of iressponsible public management. CTRMA's attempt to argue that the project would have no significant environmental impact is laughable and undermines the agency's credibility. Austinites deserve respect from CTRMA for the city's identity—we value and want to preserve our water, air quality, parks, natural beauty, and endangered species— that's why I demand a Full Environmental Impact Statement for this project. CTRMA should also acknowledge—rather than trying to obfuscate and deny—that the Mopac South expansion is part of the larger effort to connect Mopac to I-35

There is little evidence that the proposed project will do anything meaningful to improve traffic congestion. In fact, it is likely to worsen congestion in areas that have no capacity to adapt. The costs and impacts associated with the project are too high. I hope you listen to me and others who urge you to pursue alternatives that will preserve and protect the fragile assets that make Austin the attractive city it is. More lanes, more pavement, more pollution, and more cars do not enhance our city.

Sincerely,

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| | | Lori McClure |
| **5/1/2026** | Lori Rose | Please conduct a stringently thorough environmental impact study before initiating any work on MOPAC South expansion. The traffic projections and models used to justify the project are outdated and any time savings will be eaten away by construction delays and induced demand. It will be bad for the salamanders and karst invertebrates. Please protect the environment and the Texas watershed!! |
| **3/19/2026** | Lorn MacDougal | We have seen many times that when lanes are added, they 'relieve' traffic for only a limited time while destroying what was there before. Called 'induced demand', it should be eliminated when trying to alleviate congestion as it is a proven failure. We need public transportation which saves space and reduces pollution. Not to mention that it makes people healthier and wealthier. Austin needs to be more visionary in shaping the City to accommodate the continual influx of new residents attracted by the progressive thinking one is supposed to be able to find here. |

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| **5/3/2026** | Lorraine Atherton | Dear CTRMA Board Members,<br><br>On a recent trip from my home in South Central Austin to Johnson City, with an experienced Texas driver maneuvering a fairly new vehicle through construction detours with the guidance of Siri, it occurred to me that planning for the expansion of Mopac through Austin has overlooked important changes in navigation systems. In just the last few years, most vehicles on Austin's roads have been equipped with some sort of electronic navigation device; more and more of them include driverless options. Because the proposed Mopac expansion is designed for vehicles and traffic management systems that will soon be obsolete, it is bound to be an enormous waste of money and resources, producing economic as well as environmental damage.<br><br>I urge you to go back to the project's Alternatives Evaluation and focus on incorporating the recent advances in transportation technology and navigation into a new design that will make more efficient use of the existing roadway. There are better ways to "optimize corridor utilization," "provide opportunity for reliable travel time," "reduce congestion delay," and "maximize travel time savings," without building more lanes. We won't solve car congestion by throwing more concrete at it. Just ask Siri. |

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| **5/3/2026** | Lorraine Atherton | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Lorraine Atherton |
| **5/3/2026** | Lorri | I am against this proposed expansion which will harm some of Austin's most important places that my kids and I, wildlife and many others humans and animals enjoy. Please do not move forward with this. |

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| **5/1/2026** | Lorrie OBP | More lanes creates more traffic- it is well researched and well proven. There are SO MANY white papers outlining why and how this is true. It is ridiculous that we are still butting heads with this issue on the WRONG side of a solution.<br><br>We need reliable and well planned PUBLIC TRANSPORTATION.<br><br>Don't waste money and the environment expanding the highway.<br><br>MoPac South needs safe bike & pedestrian paths, more crossings, and reliable transit — NOT more lanes.<br><br>We need a better proposal for MoPac South that:<br><br>* Adds wide, shaded bike and pedestrian paths<br><br>* Creates bike-pedestrian east-west crossings every quarter mile<br><br>* Improves transit reliability<br><br>* Does NOT expand the highway |

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| | | South Austin Resident,<br><br>Lorrie Tumlinson |

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| **4/27/2026** | Lou Davidson | Dear CTRMA Board Members,<br><br>Dear CTRMA,<br><br>I strongly oppose the proposed MoPac expansion, and ask that you abandon it. It is an irresponsible decision that is clearly made with no consideration for the ecosystem, public health, and what Austinites actually want. Nobody I have talked to has expressed support for this project, only exasperation and annoyance that there's going to be more construction, and ANOTHER lane added to a highway that does not need it. We are sick and tired.<br><br>It is obvious that there is a financial incentive to build this highway inefficiently in order to force people into the toll lanes and turn a larger profit for your company. The toll prices during peak hours today are anywhere from $9-$12. This clearly creates an unfair situation, with only certain people being able to afford the ridiculous tolls, and everyone else forced to sit through bumper-to-bumper traffic. There are much more efficient ways to reduce traffic than to add additional lanes, toll or regular. In fact, it has been proven that adding lanes only worsens congestion instead of relieving it. It is clear to anyone who has done an ounce of real research that CTRMA only cares about profit, not the people. A 14 lane highway is the absolute worst thing you could do.<br><br>There is a huge environmental concern with this expansion going through the St. Edward's recharge area, bringing even more pollution and habitat loss to an already sensitive area. Studies show that highway construction will add heavy metals and harmful chemicals, including significant levels of phthalates, microplastics, cadmium, and lead- all of which have extreme health effects on humans and wildlife. Nitrous oxides cause algae blooms which deplete water of oxygen, resulting in lower biodiversity across the whole food chain. Fish, turtles, herons, bobcats, insects, bats- all life is affected by these decisions. Not to mention the two endangered salamander species that exist only in the Barton Springs area. A fully functioning ecosystem is essential for humans as well- the ecosystem services provided by plants and animals are invaluable and include things like cleaning the air and water, keeping pest populations under control, preventing erosion, |

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| | | and pollinating plants. Allowing these services to go on saves us billions of dollars nation-wide every year, and affects us more closely than you would like to admit. This is a fragile and delicately balanced ecosystem that is already suffering due to the extreme urbanization of the area. We demand a full Environmental Impact Statement that prioritizes a comprehensive assessment of all pollutants and environmental hazards that will be created in the process of this project.<br><br>As for public health, the dust and particles from construction that get into the air, soil, and water, will only add to the thousands of sicknesses and deaths that occur every year due to pollution. These, along with the aforementioned heavy metals and chemicals in the water, cause asthma, cancer, brain damage, and reproductive issues. The excess of pollution in our city will affect Austinites for generations to come. Imagine Barton Springs so polluted with sediments and chemicals that nobody can swim in it anymore. Think of the many AISD schools, notably Austin High School, are right in the area of construction, where young lungs will experience all of these health effects tenfold. Not to mention the increased traffic due to the long construction process will make it even more unsafe for young drivers and walkers trying to get to school on time. Noise from construction also makes it difficult for students and teachers alike to focus in class, preventing top-level learning. Your children and grandchildren will have to live with the vast negative effects of this expansion.<br><br>Please, if you care about people at all, if you care about the natural world at all- do not go forward with this highway expansion. Austin is begging you.<br><br>Lou Davidson<br><br>Respectfully,<br><br>Lou Davidson |

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| **4/27/2026** | Lou Davidson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Lou Davidson |

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| **4/23/2026** | Louis Birdsong | Y'all need to do an environmental impact study before moving forward with this project. It's the professional thing to do and it says a lot about how you conduct business by trying to move forward without one. If it's worth doin' it's worth doin' right, and, to be honest, this project doesn't seem worth doin'. Think of the Austin high students, Austin residents, and Austin environment and use some common sense while you're at it. 6 minutes ain't worth 5-7 years of construction and billions of dollars in this Austin residents opinion. |
| **4/28/2026** | Louis Limas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Louisa Nash | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Luan Borgeson | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Luan Borgeson |
| **5/1/2026** | Luca sandoval | 🥹🥹🥹 |

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| **4/26/2026** | Lucas Bustardo | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lucas Bustardo |

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| **5/3/2026** | lucas farris | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, lucas farris |

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| **4/21/2026** | Lucas Jimenez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br><br>KEEP AUSTIN GREEN! |
| **4/21/2026** | Lucas Jimenez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>KEEP AUSTIN GREEN! |

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| **5/3/2026** | Lucas Kiser | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lucas Kiser |

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| **5/3/2026** | Lucas Osborne | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Lucas Osborne |

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| **4/27/2026** | Lucca Ostrovich | The expansion of Mopac is not only not necessary but incredibly harmful to Edward's Aquifer. It will severely impact the communities's ability to access green spaces surrounding Mopac, and will cause great harm, that has not been accounted for, to the already historically low bodies of water in Austin, many of which are home to rare and sensitive species that cannot live anywhere else. The proper precautions should be taken if this project is to occur. Every possible safeguard should be put in place to make sure the environment is not hard, including but not limited to studies on how it could potentially effect Edward's Aquifer, and the usage of the least amount of harmful material possible. |
| **5/3/2026** | Lucca Ostrovich | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lucca Ostrovich |
| **4/20/2026** | Lucia Martinez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Lucía Martinez | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lucía Martinez |
| **4/20/2026** | lucianne Murphy | Dear CTRMA,<br>Please PLEASE Please<br>We all want to live in an Enjoyable walkable city. Without the green space and protection from the loud noise of vehicles that even being technically walkable, it is usually a loud, hot, somewhat frightening walk considering the speeds of the cars. Why do people move to Austin? What is the most common thing everyone says they love about Austin? IT IS SO OUTDOORSY. Let's keep it that way, otherwise all those people are just going to move to the Carolinas with their high paying tech jobs and quiet electric vehicles.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Lucie Rincones | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lucie Rincones |

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| **4/23/2026** | Lucie Rincones | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lucie Rincones |

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| **5/3/2026** | Lucila Lopez | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, L. Lopez |
| **5/3/2026** | Lucy Frost | I am concerned about the environmental impact of this proposed project and the lack of quality transit options. |
| **4/2/2026** | Lucy Joyce | I oppose the proposed addition of lanes to Mopac South. The potential traffic improvement is not worth the environmental cost. Zilker Park will be negatively impacted, as will the Austin Area Garden Center. I urge you to reject this plan, the 2C. |
| **3/26/2026** | Lucy K Tucker | Expanding MoPac will do nothing but further degrade our environment. More lanes never has and never will reduce traffic because it further incentivizes driving. Reducing traffic only happens when you give people viable options besides driving. Up with rail (sidewalks, bike lanes, other public transit), down with roads (and only roads). |
| **5/3/2026** | Lucy Parrish | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Lucy Parrish |

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| **4/21/2026** | Lucy Phillips | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Lucy Phillips | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Lucy Tucker | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. It will not help traffic at all and it will continue to deteriorate Austin's environment at a rapid rate. The city, and all those (human and animal) who inhabit it, deserve better than these ineffective and environmentally catastrophic traffic plans.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor |

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| | | would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Lucy Tucker |

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| **3/25/2026** | Lucy Tucker | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Lucy Tucker |

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| **5/3/2026** | Lucy Tucker | To Whom It Concerns,<br><br>Expanding MoPac would be continuing an unsustainable pattern in supporting transportation infrastructure that is incompatible with the density of people using these routes every day. As a commuter and otherwise frequent user of MoPac, it is clear to me that there are simply too many cars trying to get through somewhere where space is more constrained than ever. Having everyone ride by themselves in their own two-ton vehicle makes no sense when there are dozens if not hundreds of people trying to go that way all day every day.<br><br>The answer is in infrastructure MoPac already parallels: rail. Commuter rail is a much more efficient means of moving large numbers of people not laden with equipment from point a to b by simple reasoning that 10 people can occupy about 40 square feet while one car occupies about 80. I am not going to say eliminate cars, but I am going to say that the only way to reduce traffic is to make traveling outside of it possible. Building another highway expansion will put already threatened ecosystems critical to our water security at greater risk of contamination and do nothing to help with the problem of traffic, thereby wasting tax-payer dollars. Reject this proposal and help build transportation infrastructure in Austin to support the city it has become.<br><br>Sincerely,<br><br>Lucy Tucker |
| **5/3/2026** | Luis Caballero | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Luis Caballero |

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| **4/21/2026** | Luis Monsevais | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Luis Monsevais | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/19/2026** | Luis Ortiz-Colon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Luis Ortiz-Colon |
| **5/3/2026** | Luis Ponce | Austin, Texas has been always known for the nature it is embedded into. There are other ways to improve daily commute ways that do not involve the disruption of natural landscapes. Austin does not need more highways or roads; it needs better public transportation such as trains, subways, buses (rural areas and hill country) and overall less pollution from traffic. Austin is a city that was not meant to evolve into the metroplex it currently is. Preserve the land left and find other ways to improve congested areas for daily commuters. Leave the wilderness alone from TXDOT expansions! |

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| **5/3/2026** | Luisa Pineda | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Luisa Pineda |
| **4/28/2026** | Luisa Williams | I am writing to oppose this project. I have lived in the Circle C neighborhood for 20 years. I am a sales representative who drives 2-3,000 miles a month. The toll road going between Cesar Chavez to Slaughter is not needed and will not actually help with traffic for the following reasons: 1. Most traffic going south gets off at Bee Caves Rd or at 360/290 East 2. With the completion of 290, a lot of traffic will go west instead of down mopac to Slaughter as a cut through. 3. The main congestion comes when the 3 lanes go to 2 at William Cannon. After William Cannon, the traffic eases, a lot of people get off at Davis leaving Mopac to Slaughter and beyond pretty open. To help with the congestion there is plenty of room to add one regular lane between William Cannon and Davis- This would help significantly without the dramatic construction/destruction of Mopac South and all of the sensitive land. 5. Mopac North- I believe a lot of this congestion will be alleviated with the completion of I-35. Mopac construction should not be started until I-35 is finished because it will absorb a lot of this Hays to Austin traffic. 6. Mopac North- current traffic can be alleviated by adding one lane - there is room. The William Cannon exit should not be an Exit Only lane. The lane should be extended all the way to the 290 exit. I strongly believe that after I-35 is finished less people will try to come up 45 to Mopac. Right now, all the people coming north are using Mopac to avoid the disaster that is I-35 construction. To make these new lanes tollways is an unnecessary waste of money and detrimental to the environment for a very short amount of roadway with minimal time improvement. Please, I implore you, do not start this project. Thank you for your time and consideration. |

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| **4/23/2026** | Lukas Malone | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Lukas Malone |
| **5/3/2026** | Luke | Fund public transit, not highway expansion or more lanes |

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| **4/26/2026** | Luke Driver | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Luke Driver |

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| **4/21/2026** | Luke Mendez | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Luke Mende |

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| **4/21/2026** | Luke Mendez | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Luke Mendez |

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| **4/19/2026** | Luke Warthen | Dear CTRMA Board Members,<br><br>Please require a full Environmental Impact Statement (EIS) for the proposed MoPac South expansion. We need to ensure that safer, more sustainable alternatives are considered for this highly sensitive and cherished area of Central Texas.<br><br>thank you,<br><br>Anne McCready Heinen |
| **4/20/2026** | Luke Warthen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Luke Warthen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Luke Weber | Highway expansions are not an effective tool to combat congestion. We know this. YOU know this. Austinites deserve a livable future, and car dependence threatens our environment, health, and quality of life. We ask that you order a full Environmental Impact Statement (EIS) and pursue less harmful alternatives. Invest in high quality and safe mass public transit, and create a better world for the future generations of Texans who cannot yet advocate for themselves. |

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| **5/3/2026** | Luke Weber | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. We know that car dependence is not the future, and that widening projects have been proven time and time again to be an ineffective strategy for combating congestion. Ausinites deserve REAL solutions, not short term band-aids that threaten our environment, public health, and quality of life. We've witnessed the never ending cycle of roadway expansions over and over, and MoPac is just another victim of the same. Our children and future generations of Ausinites who are unable to advocate for themselves deserve a livable world, and this project directly stands in the way of that vision. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public |

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| | | participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Luke Weber |
| **4/29/2026** | Luke Wood | Strongly support expanding roadways in Austin. All citizens pay the price when we are not proactive here. |

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| **4/21/2026** | Luna Wilson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Luna Wilson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Lux mcbroom | Please do not expand the road as it will impact sensitive lands. Austin has very beautiful nature and it is downright evil to hurt it so people can get home faster. |
| **5/3/2026** | Lydia Bryan-Valdez | We vote NO to the Mopac Project as we wish to protect our environment/water. |
| **5/2/2026** | Lydia Kamm | Barton Springs is an Austin staple and a home to so much wildlife. It brings community and a feeling of home to those of us who grew up here and have been swimming there our whole lives. Please do not do anything to change that. I urge you to complete a full Environmental Impact Statement. |

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| **4/21/2026** | Lydia Thompson | Dear CTRMA Board Members,<br><br>Though I am no longer a resident in Austin, I highly value the parks and wildlife system established in that city. It is something to protect and cherish and needs to be preserved and respected. Once harm is done it can often be irreversible. Expanding the highway to make more room for toll roads or traffic does not address the root issue of transportation in Austin. There needs to be more focus on other programs.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lydia Thompson |

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| **4/21/2026** | Lydia Thompson | Dear CTRMA Board Members,<br><br>Though I am no longer a resident in Austin, I highly value the parks and wildlife system established in that city. It is something to protect and cherish and needs to be preserved and respected. Once harm is done it can often be irreversible. Expanding the highway to make more room for toll roads or traffic does not address the root issue of transportation in Austin. There needs to be more focus on other programs.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Lydia Thompson |

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| **4/24/2026** | Lylah Finkel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Lyn Navarro | I don’t wanna mess up the caves underground if that’s gonna happen billing this new freeway |
| **5/3/2026** | Lyndsey Resnik | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Lyndsey Resnik |

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| **5/3/2026** | Lynn Boswell | Dear CTRMA,<br><br>I'm writing to share public comment about the proposed MoPac South plan. My name is Lynn Boswell, and I am the Austin ISD Trustee for District 5, which includes many of the areas that will be impacted by this plan. I am writing as an individual trustee, not on behalf of the board. I also shared comments in early 2025.<br><br>AISD's District 5 includes the Austin High School campus at MoPac and Cesar Chavez, as well as the portions of Austin ISD that border MoPac from 38th Street to just south of 290. That includes more than 5.5 miles of MoPac within the proposed MoPac South project area. I know both the area and the community around it well.<br><br>The highway is used every school day by many Austin ISD families, students, employees, and school buses. Our community also values the recreational opportunities provided within this area – on Lady Bird Lake, in the greenbelt, on the hike and bike trail that runs past both Austin High and downtown, and in other areas that will be impacted by this project.<br><br>The impacts and potential benefits of this proposed project would be felt by people who use MoPac to get to and from school in those areas, as well as by the Austin High community which students throughout that area attend when they reach high school.<br><br>While I personally question the need for this major expansion of MoPac and the major disruption that will result, I also appreciate CTRMA's work to engage the Austin ISD community during this process, and to include AISD staff during meetings. As a major stakeholder, it has been immensely helpful to have a seat at the table and to have CTRMA working to inform and engage our community, and to hear concerns and questions that the community has.<br><br>The community has shared concerns about the impact of this proposed project near Austin High for many years – both within the renewed community feedback process with the redesigned project, and many years ago when the project was first proposed. While some concerns have been mitigated, most remain unaddressed. I hope you will consider other, less high-impact alternatives to the full project that is being considered. And, whatever is considered, I hope you will do more work to both understand and mitigate impacts before any project moves forward.<br><br>As we have explained before, the concerns fall into several categories – all related to predictions that the project will add many millions of additional travel miles to MoPac. |

AIR QUALITY

Austin High is a high school by a highway – in an area that is already impacted by pollution and emissions from the cars, trucks, and trains that travel on the roadway and railway. Every day, students play tennis, practice sports, and rehearse for marching band outdoors. Every day, they are exposed to pollutants in the air while their bodies, hearts, and lungs are working hard. And that risk will only increase if traffic increases with additional capacity on MoPac.

In 2024, there was discussion of a new air quality study. But I am not aware that any has been done. I believe it is crucial to do a full Environmental Impact Assessment – one that will include a study of particles down to PM2.5 - sizes small enough to meet the most current best practice for health. That's important for the entire community. But it is especially important for growing bodies that spend a great deal of time exercising outdoors.

This will also benefit local residents and visitors to Austin who use the hike and bike trail around the lake and who use the lake itself for recreation – in kayaks and canoes, on paddleboards, and as rowers. All face potential risks from additional traffic that can create additional air pollution.

While risk currently exists in the area, CTRMA has predicted that a MoPac South expansion will add millions of additional travel miles to this highway. That will impact the health of students and others. It is crucial to understand the impact on air quality and health before this project is approved.

NOISE

Similiarly, there was discussion in 2024 about seeking an updated noise study. And again, I am not aware that any has been done. I recognize that a new design eliminates a double decker bridge, addressing one major noise concern from an earlier version of this project. However, I still believe it is crucial to understand how much additional noise is expected from additional traffic in the area near Austin High. Like any high school, the campus is used for learning, testing, performances, and other activities that would be deeply impacted by increased noise.

TRAFFIC AT THE CESAR CHAVEZ RAMP

The proposed project includes a major expansion of the capacity of MoPac. It also shows northbound toll lanes merging with the non-toll lanes just before the ramp at Cesar Chavez. That ramp carries traffic into downtown at the same time

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| | | students are arriving for the school day. It is so close to Austin High that it essentially wraps around the west and north sides of campus. People looking out the windows in the Austin High library have a close-up view of the ramp.<br><br>I recognize that the current proposed design mitigates a ramp that exits from the toll lanes directly into the area around Austin High. And we appreciate that response to concerns that were shared in earlier phases of the project development. However, the main concern remains with the current design – that the project will increase the volume of traffic on the ramp in ways that are likely to be deeply disruptive to traffic to and from the campus. That includes traffic for our school buses, for families dropping students off, for our educators and other staff, and for students who drive themselves to school – all of whom are relatively new drivers.<br><br>In 2024, there was discussion about exploring a new traffic study. That clearly has not happened, and the need remains – from the City of Austin or from CTRMA. Given the growth of Austin and our metro region, it seems certain that the volume of traffic will be far larger than it was in 2015, when the last traffic study was done. This is an issue for everyone who uses these roads, including more than 2,000 students and staff who need access to Austin High each weekday and – for many participating in athletics, arts, and other activities - on many weekend days, as well.<br><br>EAST-WEST TRAFFIC IMPACTS<br><br>It's also crucial to understand the impact of east-west traffic – something that CTRMA has said is beyond the scope of this project. Given the fact that Austin High and the City of Austin share a major access point to downtown at the Cesar Chavez ramp, it seems crucial to have a clear understanding of the proposed project's impacts to east-west traffic – not only for the Austin High community and for Austin ISD school buses, but also for commuters and others that travel north to downtown on that route. I remain extremely concerned that this is not being done, and that the project could proceed without a clear understanding of the impact on east-west traffic.<br><br>STUDENT SAFETY NEAR AUSTIN HIGH<br><br>Increased traffic brings increased risk to drivers and pedestrians. That risk is amplified when many drivers in the area are young – relatively new to being behind the wheel, and already navigating a complicated system of roads, ramps, and turnarounds near Austin High. The increased traffic volume and complicated traffic patterns seem certain to increase risk to our students who drive to and from school.<br><br>The area also includes many pedestrians and cyclists, both before and after school. Many students are dropped off in the area, both across the pedestrian bridge under MoPac and across Cesar Chaves near the WAYA fields. Others walk or bike to campus from their homes. If the project moves forward and traffic increases, we hope there will be clear plans for |

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| | | improving safety for students and others who walk and cycle in the area that will be impacted.<br><br>I see no evidence that these concerns have been addressed in the project design. If this project moves forward, I hope CTRMA could work with the City of Austin and Austin ISD to understand the risks in this area and to mitigate risks to drivers, pedestrians, and cyclists using CTRMA funds in collaboration with the city, the district, and the campus.<br><br>ACCESS<br><br>As you have heard from the community, many students are dropped off on the south side of the river under the MoPac bridge, where they use the pedestrian bridge to cross to and from the Austin ISD campus. That benefits families and students coming from the south who have shorter commutes to school. And it benefits the larger community by significantly reducing the number of cars that must cross the river on MoPac. I recognize that is a concern for a future phase if the project moves forward, not for this one. Still, I appreciate your awareness of this use and your consideration of that if the project moves forward.<br><br>Thank you for your work to engage the public and for the chance to share this public comment.<br><br>Truly,<br><br>Lynn Boswell |
| **4/19/2026** | Lynn R. Langley | Do not build Mopac South. It would destroy Austin's only land natural feature, Zilker Park and Barton Springs pool, that are utilized by large populations in Austin. These two features, together with Barton Creek must be preserved and saved from highways and more traffic. Austin can solve the traffic problem with more mass transportation on highways we already have. More busing and light rail will improve traffic congestion. Don't make Austin look like every city and destroy its natural benefits. My family and I are against any Mopac South expansion. |
| **3/24/2026** | Lynn Schoenfield | No conflicts |

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| **5/1/2026** | Lynne C Andrus | Please, please finally address the traditionally dismissed needs of south Austin by expediting the project as presented above. We need this overdue project for safety (EMS/Fire/Police access) and environmental reasons (too much idling in traffic) I. Please do not overvalue the selfish comments of those who do not live south or understand the true stewardship of south Austin. |
| **4/26/2026** | Lynne Dobson | Dear CTRMA Officials and Stakeholders,<br><br>This project is controversial for most residents of Austin, because it feels disrespectful and destructive. Most studies, experience tells us adding more lanes dont help traffic mitigation in the long run.<br><br>Please complete a full, official environmental impact study and honor the people, water and vegetation, BEAUTY, that exist near Barton creek , Barton Springs, our beloved Lady Bird Lake and Trail , and Zilker park.<br><br>Please don’t pave over paradise- We need to keep green not endanger it, to preserve our mental and physical health and our quality of life in Austin.<br><br>If this unwise and unwanted road construction happens- Please listen and consider these suggestions below from the group I serve on, EverGreen Austin.<br><br>These ideas will lessen the harm that will occur to the green spaces, trees, nearby neighborhoods and especially to the |

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| | | Austin High students and teachers.<br><br>---<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson'sCommunity Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>_____<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.) |

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| | | Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>_____<br><br>EGA also requests two Non-Required Mitigations: |

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| | | Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>_____<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making. |

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| | | EGA is a strategic partner in this process. We will advocate within current political realities while holding firm on the protections Austin deserves. EGA urges CTRMA to include all recommended mitigations, thereby demonstrating that superior infrastructure and environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>~Lynne Dobson<br><br>Evergreen Austin Board Member and long time environmental philanthropist.<br><br>The information contained in this e-mail and any attachments from Las Aguilas Enterprises LLC, including its associate entities and/or subsidiaries, may contain confidential and/or proprietary information, and is intended only for the named recipient to whom it was originally addressed. If you are not the intended recipient, please do not read, distribute, or take action in reliance upon this message. Any disclosure, distribution, or copying of this e-mail or its attachments is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately by return e-mail and permanently delete the e-mail and any attachments. |

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| **5/3/2026** | Lynne Dobson | To CTRMA :<br><br>This long term expansion road project would bring many serious effects and detrimental impacts for the environment and for people's quality of life - for little in return to provide relief to car congestion, nor decrease travel times.<br><br>I am an Austin citizen living within 3 miles of the beloved Lady Bird Lake Trail which I've donated to for 30 years. I love the Barton Creek wilderness area and Barton Springs Pool, Zilker, the Trail and all the trees that line MoPac. We can't tear<br><br>down heritage trees to replace it with hardscape and more gray concrete- bringing more heat and noise- and creating serious damage to the aquifer waters along this route.<br><br>PLEASE CONDUCT AN EIS , to accurately and fairly determine the real impact on our environment, around the only special green park space we have in that area of the Mopac bridge over Lady Bird Lake.<br><br>I believe will cause the irreparable destruction in sensitive areas of our parks, pools, lake and trails.<br><br>The CTRMA's draft assessment is not enough. Austin residents and taxpayers deserve and request a detailed official, in-depth, environmental impact statement.<br><br>Noise and air pollution will impact the health of Austin High students, teachers, staff, and neighboring communities. It is unfathomable that the Roberta Crenshaw pedestrian trail bridge under Mopac would be closed<br><br>for years... as well as the lake area below-' filled with barges and cranes- disruptive visual pollution. This large beautiful area will become an ugly, loud construction zone -- for 6-7 years or longer.<br><br>The suffering from the construction is NOT WORTH the few minutes of driving time saved. There must be other solutions.<br><br>Please slow down on implementing this wrong solution to traffic , and study the impacts further and speak more with residents and Austin citizens who use MoPac and the trails and parks there.<br><br>The parking at the bridge on both sides, near Austin High, is one of the main entry points to our beloved trail, for over 30 years now. This is an iconic area of the entire trail.<br><br>This plan would take away the joy for trail lovers using our cherished Lady Bird Lake trail- and it will sacrifice our environment, our peace, and ability to just get out in pure, undisturbed nature. |

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| | | Public health and quality of life will be impacted negatively and adding more lanes and destroying trees will not stop traffic conjestion. The payoff of a few mins saved, is not enough to live through years of this massive project.<br><br>While the trail is a priority to so many users who come from all over Austin, I am concerned about how the neighborhoods, wildlife and green spaces will endure this construction and blocked roads and more traffic delays,<br><br>along the 9 mile corridor for 6-7 years, at least-- or when this is delayed which huge projects always are, for more years.<br><br>PLEASE CONDUCT AN EIS - and research other solutions. Austin people are nature lovers, and since the 80s and 90s, we have proven we want to protect and preserve green spaces so we can live healthier, happier lives.<br><br>Concrete and asphalt can't do this- nor can they save enough driving time to warrant years and years of damage to the lake, the acquifer, Austin high school students and neighborhoods along this 9 mile path.<br><br>These types of huge massive expansions can't be the only solution.<br><br>ALSO, it is not smart planning to build this extensive of a road expansion at the same time as the massive I 35 project.<br><br>Thank you,<br><br>Lynne Dobson |

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| **4/23/2026** | Lynne Skinner | Dear CTRMA,<br>I am BEGGING YOU -- as a 45 year resident of this fair city -- to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | lyssa myska zotlen | I do not believe this proposal meets the actual need of increasing mobility throughout austin. Expanded alternative options to freeway driving much better meet this need and don’t negatively impact the ecosystem.<br><br>Lyssa Zotlen<br><br>Sent from my iPhone |
| **4/29/2026** | Mac McElwrath | To Whom It May Concern: I appreciate all the thought and effort that's gone into the future expansion of MoPac South. As the report reveals, these proposed improvements are essential to address the projected 85% population growth in Travis and Hays counties over the next 20 years. I support the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. Loud voices to the contrary with no evidence to support their dissent are no basis for delaying what's in the best interests of all. |

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| **4/23/2026** | Mac Ragsdale | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/3/2026** | Macie Jones | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Macie Jones |

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| **4/26/2026** | Mack Boatman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Mack Boatman |

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| **4/23/2026** | Mackenzie Dyer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Mackenzie Evans | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Mackenzie Evans |

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| **4/26/2026** | Mackenzie Hamm | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | MacKenzie Harfst l | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Macy Hata | Dear CTRMA Board Members, Please reconsider damaging our beautiful city further. There are other ways to effectively manage traffic. Highways are amazing feats of technology but ugly as hell. <br />It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Macy Hata |
| **5/3/2026** | Macy Sloan | I am abhorrently opposed to this project due to environmental and cultural concerns. I do not want our watersheds or wildlife habitats to be interrupted for lanes that will not provide much benefit to congestion in the long term. |
| **4/20/2026** | Maddi Hurd | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Maddi Hurd | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. if you're so concerned about traffic, please look into expanding public transportation systems in Austin. We could set an example for the rest of Texas and the country. In addition, more efficient and widespread public transportation would help decrease traffic, preserve our ecosystems, and create a better quality of life, one that isn't car-dependent. Sincerely, Maddi Hurd |
| **5/3/2026** | Maddi Hurd | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. if you're so concerned about traffic, please look into expanding public transportation systems in Austin. We could set an example for the rest of Texas and the country. In addition, more efficient and widespread public transportation would help decrease traffic, preserve our ecosystems, and create a better quality of life, one that isn't car-dependent. Sincerely, Maddi Hurd |

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| **5/2/2026** | Maddie charlton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Maddie White | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Maddie White | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Maddison Chantangsu | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Maddison Chantangsu | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Maddison Chantangsu | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Maddux Moshaver | Dear CTRMA Board Members, I'm a third year civil engineering student at The University of Texas at Austin and I oppose the MoPac South highway expansion project. So much of Austin's environment has been sacrficed to "free flowing traffic," a concept that forfeits our livelihoods and environment with each additional lane. Increasing space dedicated to cars only increases their number and the pollution they cause, evidenced repeatedly with each roadway expansion. Automotives are literally the LEAST efficient and effective way of moving people around--if you care about Austin at all, you will prioritize transit and active transportation. The trend of building out infrastructure for personal automobiles at the expense of literally everything else must end. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. The UT community thrives off of our green spaces, public trails, and natural springs. This expansion harms not only the environment, but the community's very livelihood. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Maddux Moshaver |
| **4/27/2026** | Maddy | STOP THE EXPANSION |

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| **4/26/2026** | Madeleine Scaletta | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Madeleine Scaletta |

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| **4/26/2026** | Madeleine Scaletta | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Madeleine Scaletta |

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| **4/21/2026** | Madeleine Bradshaw | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Madeleine Flexer Harrison | I am against the plan to widen 8 miles of MoPac by 4-7 lanes between Cesar Chavez and Slaughter Lane. Stop eating into our neighborhoods! Tax dollars would be put to better use if they were funneled into creating efficient public transportation (like a train) ! |
| **4/21/2026** | Madeleine Graniel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | madeleine halbert | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Madeleine Halbert |

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| **4/26/2026** | madeleine halbert | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Madeleine Halbert |

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| **4/26/2026** | madeleine halbert | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Madeleine Halbert |
| **5/3/2026** | Madeleine McCann | Please do not move forward with this project! |

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| **4/23/2026** | Madeleine Wood | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/12/2026** | Madeline Young | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Madeline Young |

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| **4/12/2026** | Madeline Young | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Madeline Young |

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| **4/23/2026** | Madeline Barnes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Madeline Black | Expand the road! |
| **5/3/2026** | Madeline Bruce | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Madeline Bruce |
| **5/3/2026** | Madeline Darden | MoPac crosses the Edwards Aquifer recharge zone, the porous underground limestone where rainwater can move quickly underground to wells and Barton Springs. We Texans don't want another toll road. This is insanity and horrible for Austin's important wildlife. Austinities I know want an actual working high speed railway not more concrete highways causing pollution and environmental risks and concerns. I do not support this in anyway and am extremely disappointed this is even being considered. As someone who uses the current toll road only occasionally because I feel roads should be free with our tax paying money not paid to travel on this is not needed or wanted. I love Barton springs and lady bird lake and hike and swim often at the springs. This will impede on Austin's beauty and important natural spaces. Do not do this. |
| **5/3/2026** | Madeline Doyle | I am concerned about the environmental impact, especially so close to the already polluted lake and Barton Springs. I am especially concerned about the impact on the federally endangered species nearby. I like the expansion and improvement of bike lanes and pedestrian walkways. The thought of the two main highways that run north-south through Austin being under construction at the same time seems like a bad idea. I'd be interested in seeing the city invest more in public transportation like most other major metro areas. |

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| **5/3/2026** | Madeline Gladu | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Madeline Gladu |

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| **4/21/2026** | Madeline Graniel | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/20/2026** | Madeline Lee | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | madeline medina | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | madeline owen | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, madeline owen |
| **5/2/2026** | Madeline Rosenstein | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Madelline Mathis | I am writing to express concern regarding the proposed MoPac expansion due to its location within watersheds that directly recharge the Edwards Aquifer—one of the most sensitive and critical groundwater systems in Texas. 1. Project History Demonstrates Unresolved Environmental Risk The MoPac South corridor has previously faced litigation, delays, and sustained opposition tied to impacts on karst recharge systems and protected species. These concerns have not been resolved—they have been deferred. 2. Karst Hydrology Creates Elevated Vulnerability This corridor intersects the Barton Creek and Shoal Creek watersheds, where fractures, caves, and sinkholes allow stormwater to enter the aquifer within hours, often with minimal filtration. In this system, surface runoff becomes groundwater contamination on a very short timescale. 3. Impervious Cover – Quantified System Impacts Peer-reviewed watershed science consistently shows: ~10% impervious cover → degradation begins ~15–20% → functional impairment In Central Texas recharge zones, studies indicate: Recharge can decline by ~25–30% as impervious cover increases Pollutant loads increase proportionally with roadway runoff Highways represent disproportionately high-impact impervious cover due to direct connectivity, high runoff velocity, and elevated pollutant loads. 4. Limitations of Conventional Stormwater Design Standard roadway stormwater systems primarily address peak flow—not: Distributed infiltration across karst landscapes Subsurface filtration processes Protection of discrete recharge features In karst terrain, concentrated discharge can increase contamination at specific recharge points, rather than mitigate it. 5. Need for Low Impact Development (LID) Approach If any project proceeds within a recharge-sensitive corridor, stormwater management should shift from conventional detention to low impact development (LID) strategies that better mimic natural hydrology, including: Bioswales and vegetated filter strips to slow and filter runoff Infiltration basins and permeable shoulders to restore recharge function Distributed, rather than centralized, treatment systems Soil-based filtration systems designed for pollutant removal prior to recharge These approaches are more aligned with protecting karst systems, though even they may not fully offset the impacts of increased impervious cover at a corridor scale. Recommendation I urge TxDOT to: Evaluate impacts relative to watershed-level impervious cover thresholds Conduct more rigorous environmental review where warranted Reconsider expansion in a known recharge corridor with karst connectivity Prioritize alternatives that reduce impervious cover and protect long-term water resilience If pursued, incorporate LID-based stormwater design at a system-wide scale, not as isolated features Conclusion The Edwards Aquifer supplies water to over 2 million Texans, and contamination in karst systems is often rapid and effectively irreversible. Given the project's history and the well-established relationship between impervious cover and aquifer degradation, the risks associated with this expansion are known, measurable, and long-term. This is not just a transportation decision—it is a water infrastructure risk decision. Thank you for your consideration. |
| **3/19/2026** | Madison Andrews | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/3/2026** | Madison Falco | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Madison Falco |

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| **4/21/2026** | Madison Flores | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Madison Flores | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Madison Harrelson | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Madison Harrelson |

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| **5/3/2026** | Madison jetty | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Madison jetty |
| **3/22/2026** | Madison L Mallett | This project to expand MOPAC will only destroy that which we love about Austin TX, and enforce that which we don't love. The aquifer rests exactly at the place where y'all are considering adding more traffic lanes for vehicles we *know* destroy the environment and reinforce antisocial behavior. No one wants traffic. Even the most avid drivers complain about traffic. And, what's funny, is that so much research has proven that expanding highways only induce more traffic, not reduce it. This is funny because despite the enormous amount of research proving that this induced demand of highway expansion doesn't work, it seems to be the only thing you're considering. Think differently. Build the world you want to see, not perpetuate the world that exists.  The only way to truly reduce congestion on highways is by investing in alternative transportation methods. By spending money on projects that encourage alternative transportation--such as bike lanes, public transit, walkability, mobility infrastructure--people will not need to depend on their personal motor vehicles to navigate the city. When people do not depend as much on their personal motor vehicles for daily mobility use, the motorways that exist are less congested. Even TXDOT has openly admitted that we need to encourage alternative transportation methodologies rather than investing in what we know doesn't work (cars). Listen to the science! Listen to the research! Look at what actually works--see Paris, Minneapolis, Netherlands--and make that happen here. It is more than possible, and it is not nearly as costly to the environment nor to our fiscal budget.  Don't create the demand for more traffic. Create a better Austin. Spend our tax dollars wisely. Preserve our wild spaces and sacred water. Don't let the past define our future. |

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| **4/23/2026** | Madison Lozano | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Madison Lozano |
| **5/3/2026** | madison mallett | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, is the wrong move for Austin. This is not going to help traffic, it's going to harm waterways. Expanding highways does nothing more than increase congestion, see examples like Los Angeles and Houston. Expanding traffic lanes only induces *more* traffic. We need to prioritize mobility throughout the city that doesn't reinforce car dependency, but rather reduces it. Make Austin better for all!!!!!! Furthermore, this expansion project will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Make a better Austin, not a deprived, car-dependent one. Be better. Your leadership can do more than you think it does. Respectfully, madison mallett |

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| **4/27/2026** | Madison March | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Madison March |

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| **4/20/2026** | Madison Martin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Madison Murphy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Madison Murphy |

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| **4/25/2026** | Madison Selby | Dear CTRMA Board Members,<br><br>I was born in Austin in 1991, and have lived here most of my life. I have always loved our greenbelt and have countless memories hiking and swimming there. It is an incredibly valuable public resource and should be protected and maintained at all costs. I grew up learning about how all life in this part of Central Texas relies on our aquifers, and how important it is to preserve and protect them.<br><br>I cannot emphasize enough how strongly I oppose any project or construction that will harm and damage the Edwards Aquifer recharge zone, or any other environmentally sensitive area in our beautiful city.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood |

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| | | disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>As an Austin native and long time resident, I STRONGLY OPPOSE the MoPac South expansion project proposed by CTRMA, for all of the reasons detailed above, and am in favor of a full environmental impact statement as well as active input and control granted to the Austin community that will be impacted by the project.<br><br>Sincerely,<br><br>Madison Selby |

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| **5/3/2026** | Madison Stewart | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Madison Stewart |
| **5/1/2026** | Mady Hall | As an Austin Resident I do not support the Mopac South expansion as it will effect one of Austin's treasured beauties Barton Springs |
| **5/3/2026** | Maerose Head | As a life long austinite who has benefited from the use of zilker park and Barton springs I can see how the impact expansion would be detrimental to the fragile ecosystem there. I know traffic has ALWAYS been terrible in Austin, but I have also seen how adding "just one more lane" is not the solution! Please reconsider other options so we can keep one of the last remaining parts that are truly Austin…Austin. Thank you |

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| **5/3/2026** | Magaly Ruiz | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Magaly Ruiz |

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| **4/21/2026** | Mage Busd | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Mage Busd |

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| **4/21/2026** | Mage Buse | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Mage Buse |
| **5/3/2026** | Maggie Armendariz | I'm against the expansion of MoPac. I think that there needs to be more research about the environmental impacts. We don't want to damage our local ecosystems, particularly the sensitive Edwards aquifer region. I think we should be able to improve bike lanes and pedestrian trails/walkways without expanding Mopac. It's going to create a lot of traffic on a city that's already undergoing a major highway construction on 35. |

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| **5/3/2026** | Maggie Cook | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Maggie Cook |
| **5/3/2026** | Maggie Dolan | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Maggie Dolan |
| **5/3/2026** | Maggie gorski | I am in opposition to any new roads or expansion that would in any way affect our watershed, recharge zones or springs. Including the proposed toll road and expansion. |
| **5/3/2026** | Maggie Herndon | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Maggie Herndon |

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| **5/3/2026** | Maggie Phillips | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Maggy Centeno | STOP MOPAC EXPANSION!!!!!!!!!! |
| **4/20/2026** | Maher Harmouche | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/3/2026** | Maia Personett | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Maia Personett |

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| **4/3/2026** | Maia Personett | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Maia Personett |

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| **5/3/2026** | Mailande Vise | Dear CTRMA Board Members, I'm extremely worried about the MoPac South expansion, it's impact on our environment, and how it will disrupt, destroy, and change the natural spaces that make Austin so unique. People don't move to Austin to zip around town, they come here for Barton Springs, Lady Bird Lake trails, and the green belt.  This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Mailande Vise |
| **4/26/2026** | Maile Roberts-Loring | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Mak Kay | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Mak Szewczyk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Makayla Minnes | A full EIA needs to be done |
| **4/29/2026** | Makayla Simpson | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/21/2026** | Makenna Haynes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | makenna Knudson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Makenna Proulx | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Makenna Renfro | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Makenna Renfro | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Makenzi Brock | I oppose the MoPac South tollway expansion and believe that there are alternatives to reducing traffic in Austin to adding more highways, such as a better public transit option. |
| **4/30/2026** | Makenzie Barton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>This city is incredible because of its nature - protect it.<br>Thank you for your time and consideration. |

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| **4/25/2026** | Malak Omari | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>This will completely change how Austin is Austin and affect everyone's life negatively.<br>Thank you for your time and consideration. |
| **5/1/2026** | Mali Calvo | This project will be bad for our communities. It will disrupt commuters and worsen environmental quality. Instead, focus on projects that enhance public transportation and active transportation options, or shade existing roadways. |
| **4/27/2026** | Malia Moss | I am a lifelong Austinite and a homeowner in South Austin, and I strongly oppose the Mopac expansion. Edwards aquifer is more important to maintain than widening highways. I would like a different environmental study to be done to explore the impact This will have on our local ecosystem. |

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| **5/3/2026** | Mallorh Thompson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Mallorh Thompson |

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| **4/23/2026** | Mallory Bellinger | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| **4/22/2026** | Manda Levy | Dear CTRMA Board Members,<br><br>I honestly cannot believe for one second that this disruptive, costly and environmentally damaging project was the best solution CTRMA could come up with to solve some of Austin's traffic troubles. We need better public transit, not years of a mess on mopac and harm to the environmentally sensitive surroundings. Do better with our tax dollars.<br><br>Respectfully,<br><br>Manda Levy |
| **4/22/2026** | Manda Levy | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Manda Levy |

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| **5/3/2026** | Mandy Millican | This project will not increase the travel time on these roads, and will impact an environmentally sensitive area. There is absolutely no need to spend money, time, manpower on this with the ecological impacts it will impart. It seems like it's solely to increase the amount of drivers on the road who will pay tolls, thus making more money for you. We don't want this! |

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| **4/24/2026** | Manon Bond | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to avoid parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/20/2026** | Manthan Upadhyaya | I oppose this expansion since it will reduce a large number of green spaces that are vital to Austin culture. |

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| **4/14/2026** | Manuel Alfonso García Juanatey | Dear MoPac South Project Team,<br><br>We hope this message finds you well.<br><br>We are writing as a group of concerned residents from communities located southwest of the MoPac Expressway, in close proximity to the La Crosse Avenue overpass. We have been closely following the proposed expansion plans outlined on the MoPac South project website and appreciate the efforts being made to improve regional mobility and reduce congestion.<br><br>While we recognize the benefits of the project, we would like to formally express our collective concern regarding the anticipated increase in traffic volume and the resulting noise impact on nearby residential areas. Due to our proximity to the corridor, we expect a significant rise in roadway noise levels, particularly in areas south of Slaughter Lane.<br><br>On behalf of our community, we respectfully request that the project team evaluate and include a sound barrier wall along |

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| | | the segment south of the La Crosse Avenue overpass, especially in areas directly adjacent to existing neighborhoods.<br><br>We recommend that any proposed sound barrier be consistent with the wall constructed northbound of the La Crosse Avenue overpass as part of previous MoPac/I-45 connection improvements. This would ensure continuity and provide a proven level of noise mitigation for nearby residents, as well as for visitors to the Lady Bird Johnson Wildflower Center.<br><br>We believe this measure is essential to balancing the transportation benefits of the expansion with the quality of life of the surrounding communities. Additionally, if noise studies are currently underway or planned as part of this project, we kindly request that their findings and any related mitigation strategies be shared with the community.<br><br>We appreciate your time and consideration of this petition and look forward to continued engagement to ensure this project serves both mobility needs and community well-being<br><br>Best Regards, |

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| | | Manuel Garcia Juanatey |
| **3/22/2026** | Manuel Esparza III | I support Build Alternative 2C. We must have 2 lanes each direction and options for downtown connections. This team should also address the congestion with the existing toll lane at the entrance. It's unsafe and very, very slow moving which needs to be addressed. Find a way to unclog it. The tolls at peak must be addressed as well. They are way too high and very little benefit which is frustrating moving at a snail pace. |

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| **5/3/2026** | Manuela Arango | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Manuela Arango |
| **4/21/2026** | Manuela Quiroga | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Mara Fleet | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Mara Ruvalcaba | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Mara Ruvalcaba | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Maraba DiRaddo | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Maraba DiRaddo |
| **5/3/2026** | Marc McCann | I'm a daily commuter on Mopac. Before taking any action on this project, we need a full environmental report to be completed to ensure that new infrastructure won't harm or irreparably damage resources around the construction area. Additionally, the multi-year project just doesn't seem like it has commuters best interest in mind. The worst part of Mopac traffic begins and exists north of the river where the toll lane exists. Inconsistently don't run into the same issues when going from Southwest Parkway to the Mopac bridge. I'd love to see what evidence exists that the express lane will help and not hurt traffic. Seems like it'd really just a way to drive revenue for whoever benefits from the frequently-outlandish prices of the toll road. |
| **4/24/2026** | Marc Pereira | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Marcela Diep | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Marcela Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Marcelo Ramos | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
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| **5/3/2026** | Marci Brown | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Marci Brown |

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| **4/22/2026** | Marci Ryan | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Marci Ryan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Marcia Bilderback | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Marcia Bilderback |
| **5/3/2026** | Marcia Bilgerback | Hello, my name is Marcia Bilgerback.I'm a resident and I live in 78741.And I'm very concerned about the proposed expansionof Mopac South.I love to go to Barton Springs.I love to go to Zilker.I love to discover all of the trails.There are many areas that I'm still exploring and enjoying.I'm on my own, bringing friends with me, so, and I do have a background in ecology, andI am really concerned that there's not a proper environmental impact statement being done.It seems like they're bypassing that step.And so I'm asking, rather respectfully demanding, a full environmental impact statement forthe entire 8.77-mile zone where the widening is proposed.We have a very unique aquifer with Edwards Aquifer RechargeZone.And it's very fragile to their endangered salamanders.And there is water quality at stake.There is recreation at stake.There is flora and there is fauna.and there's so many people that really, really value having this for all the purposes of recreation and habitat conservation.So it's really what makes Austin Austin, aside from the music scene.And my understanding is that the proposed development would save maybe five minutes of people's commute time.Nobody cares about that.It seems like it's just more of a quick money-making endeavor involving whatever construction companiesand the city and whatnot.Highly unpopular.There's going to be pollution with the project, and there's potentially pollution with thelittle bit of increased traffic, so it's just a no all around, so please, please, please.At the very least, get the complete environmental impact statement.Thank you for your time.Goodbye. |
| **5/1/2026** | Marcia Curtis | As a resident of Austin since 1970, I am opposed to the expansion of Mopac from Slaughter Lane to the north. This area over the Edward’s aquifer is fragile and must be protected. No matter how many safeguards are put in place, you can bet Barton Springs will be impacted negatively. I realize Austin’s traffic is bad and the population is growing, but more highway construction in this area is a hard no for me. |

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| **4/20/2026** | Marcia Lucas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Marcia R Lucas | I am adamantly opposed to the MoPac expansion over Austin High, Zilker Park and the recharge zone for Barton Springs. It would increase Air pollution, Water Pollution and Noise pollution. It would be a detriment to all of Austin and our Hike and Bike Trail. |

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| **5/1/2026** | Marcia Shultz | As an Austinite, I say NO! to the South MoPac Expansion - because this expansion will:<br><br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br><br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn't see it, Austin's air quality just received a failing grade from the American Lung Association).<br><br>Thank you for your consideration to my perspective.<br><br>Marcia Shultz |

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| **4/21/2026** | Marcia Williams | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Marcia Williams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/23/2026** | Marcie Bruscato Poss | I do not want an expansion to MoPac. It will increase pollution and emissions. We need better public transport NOT more highways |

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| **4/22/2026** | Marcie Danzeiser | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>I'm a longtime Austin resident and I appreciate your time considering this.<br><br>Respectfully,<br><br>Marcie Danzeiser |

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| **4/22/2026** | Marcie Danzeiser | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | I'm a longtime Austin resident and I appreciate your time considering this.<br><br>Respectfully,<br><br>Marcie Danzeiser |

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| **4/28/2026** | Marcos Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Marcos Mondragon-Jimenez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Marcus Brown | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Marcus Brown |

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| **5/3/2026** | Marcus Jetchev | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Marcus Jetchev |

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| **5/3/2026** | Maren Curtis | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. <br /><br /> This would be devastating to our community and our environment. Most of the reason why people live here and we've grown so much is because of this area, and to desecrate it with more highway would be one of the worst decisions ever made by this city. They recently added a lane to Mopac with an exit only on the left side for 360 and I can tell you as someone who drives that stretch of road back-and-forth almost every single day, it only made traffic worse. Adding that lane… Made traffic worse! Can you imagine what doubling it will do?! It's just not smart and it's not going to solve the problem so why ruin everything that makes the city great for a solution that's not even a good one?<br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. 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The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. 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| **4/26/2026** | Margaret Steele | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Margaret Steele |

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| **4/26/2026** | Margaret Steele | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Margaret Steele |

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| **4/20/2026** | Margaret Demirs | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Margaret Grace | Hi, my name is Margaret Grace and I am calling to demand an environmental inspection of theBOPAC expansion.I highly disagree with what is going to, what you would like to be doing.I think that as a community member and a person who values our waters deeply, we need moreunderstanding of how this would affect our waterways and the animals andcreatures that live in there, especially the endemic creatures. So pleaseconsider, please take all of these considerations into a much more seriousunderstanding of the actual impact that this will cause through our environmentand I demand that there be more research done on this project. |
| **4/22/2026** | Margaret Kim | NO TO THE MOPAC EXPANSION. we have to protect our water, and that includes the Edwards Aquifer Recharge Zone. studies show that adding more lanes does not improve congestion and would increase pollution and reduce air quality. increasing emissions will also affect temperatures, which will impact health and increase energy costs for everyone across the city. this is bad for everyone, now and in the years to come. |

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| **4/30/2026** | Margaret LaMore | I have lived in Central Austin for over 20 years in a house built in 1938. I love the feel of our neighborhood and seeing children walking or riding to the Brykerwoods school and so many neighbors out walking their dogs. This area of town is already impacted by MoPac with additional noise and drivers using our streets to access. Expansion of MoPac will only make this worse. My father was born and raised here in Austin, and I went to school at UT as did two of my grown daughters. For all those years, Austin was a small but lovely town. In the last decade especially, it has grown into a large city with an emphasis on expansion (at any cost). Enough is enough! I DO NOT support making Austin into a little Houston (where I grew up), and therefore will not support MoPac South expansion.<br><br>Thank you for your consideration.<br><br>Best regards,<br><br>Margaret<br><br>[Redacted Personal Information} |
| **5/3/2026** | Margaret Marchant | Please reconsider the plans to expand Mopac. As a resident in this area, the natural beauty of south Austin and the greenbelt and Barton Springs is incredibly important to me and my family. This project would devastate the natural ecosystem in the affected area, threaten the endangered species who we share the land with, increase traffic and related noise and pollution, and the harm could spread much further than simply the area of the planned construction——— the Edwards Aquifer is a vital water resource in this area and every measure must be taken to protect it. This state and in particular central TX is in a water crisis —- if the aquifer is damaged by this project it cannot simply be replaced or repaired. We must consider this vital water resource, and the surrounding ecosystem and natural beauty of this area and protect it for our children and their children and generations to come. Please do not proceed any further with this project without a full assessment and consideration of the environmental risks associated with it. Thank you! |

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| **4/20/2026** | Margaret Rine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Margaret Schulenberg | I oppose the proposed expansion of MoPac, as well as the attempt to speed the process. The first and critical step must be a full Environmental Impact Statement involving expert input. This Impact statement must at a minimum take into consideration the air and water quality, noise pollution and traffic, light pollution effects on the local environmentally sensitive area, endangered and sensitive species, local parks, and the local community. This area is critical to Austin's environmental health. Reject the fast-track Environmental Assessment process. And protect our air, water, sensitive and endangered species, and communities. |
| **5/3/2026** | Margaret Shanks | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Margaret Shanks |
| **5/3/2026** | Margaret Suttles | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and |

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| | | neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Margaret Suttles |

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| **4/30/2026** | Margaret Taylor | Hi there,<br><br>I’m writing as an Austin resident (78756, Central Austin) to express my strong opposition to the proposed expansion of MoPac South.<br><br>I’m really concerned about the plan to add so much new pavement (over 100 acres!!) in such an environmentally sensitive part of our city.<br><br>Claiming there will be "no significant impact" to the environment doesn't sit right with me. Because of the scale of this project and the potential for increased noise and pollution, I am asking for a full Environmental Impact Statement (EIS) rather than just an abbreviated assessment.<br><br>Instead of spending $825 million on more highway lanes and years of construction, I want to see that funding used for regional rail and a high-quality bike and pedestrian network. We need real solutions that move people efficiently, not more toll lanes that encourage sprawl and lead to more crashes.<br><br>Also, it’s frustrating that the project maps don’t clearly show the full extent of the work up to Enfield Road. We deserve full transparency on how many lanes are actually being added.<br><br>Please prioritize a sustainable, multi-modal future for Austin instead of doubling down on highway expansion (which has been proven to actually NOT decrease traffic) |

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| **5/2/2026** | Margaret Ximenes | Hi ya'll,<br><br>To put it briefly: I'm against the expansion of MoPac South.<br><br>As an Austinite, I'm asking that you guys do NOT move forward with further expansion. It's just goofy all around! We deserve a full vetting of the environmental impact via EIS (environmental impact statement) and consideration for the people here!<br><br>* Adding lanes NEVER helps congestion - Dallas and Houston are living case studies of this, induced demand makes traffic worse!<br><br>* Paving over our beautiful nature is erasing Austin's heart and soul. WE LOVE OUR NATURE! It's what differentiates us from other cities and brings people back. Tearing down more to add highway lanes compromises this. This'll also make the city HOTTER - Trees are so important to regulating climate!<br><br>If we want to make getting around easier, we should prioritize developing our growing Metro and making it as easy and accessible as possible. I've ridden it, and it's actually great! However, in its current state, there's so much opportunity for the places it can serve. Imagine all of those commuter cars clogging MoPac instead just being those individuals in a single train. So much more efficient and environmentally friendly! :)<br><br>We as a city (and a state, really) need to start looking beyond the cars. With unpredictable oil prices, volatile weather, our changing environment, and the changing landscape of the city, we can't depend on cars like this forever. It is dangerous and unpleasant.<br><br>Think of the most desirable places to live and visit. People often say New York City. Paris. Rome. Tokyo. What do these places have in common? Walkability, reliable public transportation, and nature integrated into the city. I'm not saying we have to be like one of these super dense cities, but we also don't need to be a giant suburb, either.<br><br>If you read this, thanks for your time. |

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| **5/2/2026** | Margaret Ximenes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Margery Segal | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Margery Segal |

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| **5/3/2026** | Margi Jones | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Margi Jones |
| **5/3/2026** | Margo Pflum | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Margo Pflum |
| **5/3/2026** | Margo Shaw | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Margo Shaw |

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| **4/20/2026** | Margo Weisz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Margot Becker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | margot thomas | Dear CTRMA Officials and Stakeholders,<br><br>I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. I recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. I also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of |

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| | | roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>_____<br><br>Along with other environmental organizations in Austin, such as EverGreen Austin, and many Austin residents, I would request these mitigations to be written in Section 8.0 Post Environmental Clearance Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.)<br><br>Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland. |

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| | | Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with environmental organizations and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>_____<br><br>I would also also requests two Non-Required Mitigations:<br><br>Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for |

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| | | environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>_____<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>I commend the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making.<br><br>Thank you for your consideration. |

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| | | Margot Thomas and H. Grant Thomas, Jr. |

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| **4/20/2026** | **Marguerite McCarty** | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Marguerite McCarty |
| **5/3/2026** | Mari Bird | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Mari Bird |
| **5/3/2026** | Mari Stewart | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Mari Stewart |

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| **5/3/2026** | Maria Abernathy | 1) The proposed addition of massive amounts of concrete over environmentally sensitive (and beautiful) areas of Austin is obscene.<br><br>At the very least, a new, comprehensive environmental impact study is warranted NOW.<br><br>2) I have stated this opinion in the past, and it apparently has always fallen on deaf ears: Moving people vs cars should be the goal. Trying to accommodate increased car traffic will never achieve its goal - More concrete will always be demanded. Instead, invest in mass transit (light rail lines with very frequent runs, linked to frequent buses to areas of high demand and shuttles to areas of lower demand) could transform this pattern. I have used this type of transit in many European cities with great ease and would love to have it available in Austin.<br><br>3) Incentives are necessary to reduce the glut of traffic heading into and out of central Austin daily. If large employers can be persuaded to locate their facilities closer to their workers' home areas (e.g., far south Austin, Hays county) and also to allow work-from-home and 4-day-week schedules, highway congestion can be considerably reduced.<br><br>I sincerely hope that CTRMA's plan can be stopped and re-evaluated.<br><br>Maria Abernathy (78746) |

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| **5/3/2026** | Maria Albiter | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Maria Albiter |
| **5/3/2026** | Maria Dailey | I strongly oppose the draft environmental assessment and proposed build alternative for the MoPac South Project. My comments are against the CTRMA project. I urge the agency to select the no-build alternative. The current proposal to expand the corridor with multiple told express lanes is incompatible with our regions commitments to ecological conservation, watershed protection, and sustainable infrastructure. This creates a threat to the Edwards aquifer which is already suffering from recent and ongoing environmental violations due to non-compliant developments. The proposed highway expansion cuts directly through the environmentally sensitive Edwards aquifer recharge zone. The construction footprint and expansion pose unacceptable risks to karst features, water quality, and critical natural habitats, including Barton Springs. This also will increase the amount of a vehicle miles traveled, which is a capacity that contradicts local climate initiatives and the Austin Strategic Mobility Plan which seeks to reduce VMT and prioritize high capacity transit. This also continues the increase to lack of long-term multimodal solutions for Transit. Focusing on a single occupancy vehicle expansion in toll Lanes fails to solve the need for balanced, sustainable regional mobility. The community requires solutions that support alternative transportation rather than increasing traffic congestion over time. I urge CTRMA to abandon the build alternative and prioritize environmental preservation in sustainable transportation management to keep our city beautiful and attractive for all for generations to come. |
| **4/20/2026** | Maria Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Maria Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Maria Hardy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Maria Hardy | Dear CTRMA Board Members, Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I |

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| | | respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Maria Hardy |
| **4/30/2026** | Maria M Maiz | More lanes will only induce more traffic and pollution. Our neighbor city of Houston is the perfect example of more lanes and never ending traffic congestion. Houston commuters loose 2-3 hours of their lives commuting daily on those 20+ lanes highways. The amount of fatal crashes in those highways is also alarming. It makes no sense to keep supporting this form of mobility. Stop spending resources and energy in building lanes, instead invest in a robust public transportation system in hand with the appropriate density so citizens and visitors can all enjoy a better quality of life. Public transportation provides a viable solution for improving the health of cities and its citizens, there are many sources of data that confirms this. |

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| **4/17/2026** | Maria Mabra | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Maria Mabra |

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| **4/21/2026** | Maria Monge | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Maria Monge |

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| **4/21/2026** | Maria Monge | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Maria Monge |

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| **5/3/2026** | Maria Morrow | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Maria Morrow |

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| **5/3/2026** | Maria Morrow | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Maria Morrow |
| **5/3/2026** | Maria Nasr | Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and Barton Springs Pool are among the crown jewels of our city. Besides being beautiful recreational areas, they also protect the Edwards Aquifer and provide precious habitat for wildlife. As a resident who enjoys these places frequently, I believe the potential negative impacts on these areas are more consequential than any projected improvement to traffic flow. We should be solving our traffic problems by improving public transportation, not by expanding roads through or near the places that make Austin special. For that reason, we must require a full Environmental Impact Statement before any final decision is made or work proceeds. |

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| **4/20/2026** | Maria Paz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Maria Perea | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Maria Perea |

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| **5/3/2026** | Maria Perea | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Maria Perea |
| **5/2/2026** | Maria Yarborough | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Mariah Almond | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Mariah Reyna | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Mariah Reyna | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Mariam Souf Soufi | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Mariam Soufi Soufi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Marian Ladd | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Marian Ladd | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Marian Ladd |
| **4/29/2026** | Marian Yeager | If this project is going to hurt the green space, trails, or environment ecosystem then the expansion should not happen. Austin is such a special place for its trails. Destroying Barton Creek you will destroy our beautiful city and uniqueness. Stop this expansion. |
| **4/27/2026** | Mariana Becks | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Mariana Krueger | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Mariana Krueger |

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| **5/3/2026** | Marianna Seal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Maribel Galarza | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Maricela Arce | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>- no more toll roads.<br>Thank you for your time and consideration. |

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| **4/29/2026** | Marie Butcher | To Whom it May Concern,<br><br>I want to voice my strong opposition to the Mopac Expansion CTRMA is planning in South Austin. With every fiber in my being I beg you to not disrupt this precious area we all enjoy for recreation and, more importantly, the very fragile ecosystems this project would damage.<br><br>Barton Springs is the very reason this city exists. Do not miss the forest for the trees or the aquifer for the highway and ruin this incredibly rare and fundamentally Austin resource. Our aquifer and the lands that overly it are PRICELESS. We need to be thinking about public transit and not more highway lanes which, as we know, do not truly solve traffic problems long term.<br><br>Please do not do this.<br><br>Marie Butcher |
| **5/3/2026** | Marie Mckeefer | I wish not that this expansion would happen. It would be greatly detrimental to the environment and community that surrounds suggested expansion. Please do not do this. |

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| **5/3/2026** | Marie-Christine Girard | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Marie-Christine Girard |

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| **4/25/2026** | Marie-Helene Morel | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/23/2026** | marienne duran | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Marilyn Arenas | My family and I vehemently oppose the expansion of MOPAC in South Austin. There will indubitably by profound and disconcerting damage done to the gorgeous green spaces in the area and the quality of life for the community's citizens. Expansion and construction that generates increased use of vehicular traffic is NOT the path forward for Austin. We urge the city to invest in alternatives that leverage public transportation and other infrastructure to manage the city's growth and to double down on valuing and protecting what true Texans value: water, land, wildlife—and our ability to enjoy it without the noise and pollution a behemoth and hideous highway structure would bring. |
| **5/3/2026** | Marilyn Cruz | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Marilyn Cruz |

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| **4/22/2026** | Marin Bon mardion | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/21/2026** | Marina Chavez | Dear CTRMA,<br>Austin is one of my favorite cities in our US… please don't do this!!!!!<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Marina Kugler | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Marina Kugler |

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| **5/3/2026** | Marina Kugler | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Marina Kugler |
| **4/20/2026** | Marinna Gonzalez-Lopez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Marion Burch | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Marion Burch |
| **5/2/2026** | Marion Martin | I am opposed to the MoPac South expansion and would much rather see funds invested in transit that reduces cars on the road rather than building for more cars. I am concerned about the environmental impacts in this environmental sensitive area, as well as impact on recreational users of the hike and bike trail and Lady Bird Lake, as well as students, faculty and staff at Austin High School. Thank you for opportunity to voice my concerns |

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| **5/3/2026** | Marion Trent | Dear CTRMA Board Members, <p class="isSelectedEnd">To Whom It May Concern, <p class="isSelectedEnd">I strongly oppose the proposed MoPac South expansion project as currently planned and urge CTRMA to require a full and transparent Environmental Impact Statement (EIS) before moving forward. <p class="isSelectedEnd">Austin is not just growing. It is reaching a critical point where decisions about development directly affect our water supply, air quality, public health, wildlife habitats, and overall quality of life for future generations. Expanding MoPac South with 6-8 additional lanes over the Edwards Aquifer Recharge Zone is not a minor infrastructure adjustment. It is a major environmental decision with long-term consequences. <p class="isSelectedEnd">The Edwards Aquifer is one of Central Texas' most precious natural resources. Increased polluted runoff from years of construction and expanded roadway surfaces creates a serious risk to water quality. Once damage to the aquifer occurs, it cannot simply be undone. This proposal also threatens nearby wildlife habitats, Greenbelt areas, and the natural environment that makes Austin unique. <p class="isSelectedEnd">I am also deeply concerned about the impact on surrounding communities during the estimated 5-7 years of construction, including increased traffic congestion, noise pollution, degraded air quality, and disruption to daily life for residents, businesses, and commuters. Adding more lanes has repeatedly been shown in cities across the country to encourage more traffic over time rather than solve congestion in a meaningful or lasting way. <p class="isSelectedEnd">It is unacceptable that a project of this scale is being advanced under a Finding of No Significant Impact (FONSI) without a complete Environmental Impact Statement and without fully exploring less harmful alternatives. The public deserves transparency, independent analysis, and a thorough examination of environmental and community impacts before irreversible decisions are made. <p class="isSelectedEnd">Austin's future depends on responsible planning that protects both people and natural resources. Water protection, environmental stewardship, and public health must take priority over short-term expansion strategies that may ultimately create greater long-term harm. <p class="isSelectedEnd">Please require a full Environmental Impact Statement and seriously evaluate safer, more sustainable alternatives before proceeding. <p class="isSelectedEnd">Sincerely, Marion Trent<br />Austin, Texas Thank You for listening to your neighbors, Marion Trent |
| **4/24/2026** | Marisa Chang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Marisa Mendez | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely, |

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| **4/22/2026** | Marisa Mendez | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Marisa Mendez |

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| **4/22/2026** | Marisol Rodriguez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Marisol Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Marissa Rocha | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Marissa Rocha |

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| **4/23/2026** | Marissa Barentine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Marissa Coleman | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Marissa Coleman |

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| **4/21/2026** | Marissa Farley | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Marissa Farley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Marissa Sidell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Maritza Felan | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Maritza Felan |

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| **3/18/2026** | Mark Barta | Dear CTRMA Board Members,<br><br>I am writing to voice my strong opposition to the proposed MoPac South expansion. This terrible idea has been brought up before and this time isn't any better. It doesn't serve the people that actually live around it.<br><br>It's going to be a monstrous concrete eyesore that effectively makes an I-35 west loop, which is not needed nor wanted by Austin residents.<br><br>Zilker park and barton springs bring significant economic activity every year and this project would severely degrade that experience.<br><br>It will also negatively impact Austin High school students with the increased noise, traffic and pollution. A double decker bridge over Lady Bird Lake is outrageous.<br><br>Barton Springs and the Edwards aquifer are already under severe strain and this project would poison those vital waters even faster.<br><br>The supposed assessment that this project would have no significant impacts is laughable.<br><br>As someone that sits on this road more days than not and have been since before it was even finished over William cannon, this plan is not helpful and not wanted. All that's needed is repainting the lanes to be more logical at the chock points where lanes go to 2 from 3 at the same place that an onramp is trying to merge. I've been commuting North and South on mopac for 20 years and I've seen bottlenecks on mopac be alleviated in the past with repainting the lanes instead of having lane wide shoulders, so I know it's possible. Also, no one wants more toll lanes! You're trying to spend a bunch of money that doesn't need to be.<br><br>The mopac south expansion is a terrible plan that shows a lack of creativity that's going to greatly harm the folks that actually live here. Please don't do it.<br><br>Sincerely,<br><br>Mark Barta |

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| **4/22/2026** | Mark Dennison | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Mark Dennison |

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| **4/22/2026** | Mark Dennison | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Mark Dennison |

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| **5/1/2026** | Mark Glowacz | Please do not move forward with any plan without a proper environmental impact study. The current assessment is dubious at best, and forgive me if I don't trust the judgment of a board led by a pest control business leader. Where is the expertise and consideration for solutions that don't create a massive increase in footprint for a 5-minute savings of road time? Everyone would like to see improved traffic flow, but simply adding more lanes is a band-aid with serious side effects for both immediate communities and downstream ecosystems. Slow down, and do the appropriate studies. While that takes place, speak to the communities further and explore holistic solutions that don't require a massive two lane expansion. |
| **3/28/2026** | Mark Hilpert | I have to commute in south Mopac to work. I don't any changes whatsoever. Adding the toll lane to north Mopac was an absurd waste of money which did NOTHING to improve traffic and took WAY longer than what we were told. Whatever you're proposing is yet another boondoggle making someone rich who doesn't have to deal with Austin traffic. |
| **4/25/2026** | Mark Hilton | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request. Thank you. |
| **4/22/2026** | Mark Kimbell | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Mark Kimbell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Mark LeGare | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Mark LeGare |

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| **4/23/2026** | Mark May | Dear CTRMA Board Members,<br><br>Please do not move forward with the proposed Mopac expansion. The impact on Austin high, the hike and bike trail and the aquifier is not worth the financial and enviornmental cost.<br><br>It is almost comical how expensive the project is for 5-6 minutes savings. Are you kidding me?<br><br>The conclusion of no significant impact is ridiculous. I challenge you to do a full EIS and be forced to reckon with the actual impact to traffic and the surrounding aquifer.<br><br>Someone at CTRMA should be fired for bringing this project forward, it is an embarassment.<br><br>Please reconsider your plan<br><br>Mark May |
| **4/23/2026** | Mark May | I strongly oppose this project. Way too expensive for 5-6 minutes of travel savings (at best). There are much less intrusive solutions to ease congestion. The impact on Austin High is outrageous and the years of construction are not worth the results. The lack of a full EIS would be comical if it weren't our water supply you are messing with. Go build your tollways somewhere else. |
| **4/30/2026** | Mark McCartney | Stop the expansion of South MoPac. I commute on MoPac every day to work at Intel Corporation, and I don't want more lanes. I don't want this expansion because I know it won't help traffic and instead will just cause additional traffic fatalities and increase pollution and runoff into fragile aquatic ecosystems and threaten the endangered Barton Springs salamander. We need a full, transparent Environmental Impact Statement on this project. |

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| **4/30/2026** | Mark Metcalfe | Dear  Sir or Madame,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/1/2026** | Mark Metcalfe | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/23/2026** | Mark Phillip | Dear CTRMA Board Members,<br><br>Please, no. Please.<br><br>Car sales are slowing, gas prices have soared, and the City of Austin took a stand against parking minimums just last year. Expanding MoPac is two decades too late--missing the boat isn't a reason to do it now, when the city wants smarter, environmentally-friendly transit.<br><br>Thanks,<br><br>Mark Phillip |
| **4/18/2026** | Mark Pruett | I appreciate the desire to reduce congestion. However I do not believe expressway lanes will solve the problem and prioritize the longer distance travelers instead of more local traffic. There is already enough space at William Cannon on the shoulder to add an addtional lane that would not require this build. Consider going with that first. The additional cost of maintaining the roadway for the state, creating more noise for residents and distrupting local mobility for years while reducing quality of life and increasing pollution is not worth it. Thank you for your work. |
| **5/2/2026** | Mark Ramos | Provided that the environmental impacts are handled as effectively as possible to mitigate the impacts on the ecosystem and community. I think that the build alternative is a great solution to the corridor. As a south Austin resident, I'd like to see access to downtown Austin via bicycle be more accessible. I also think that the Bee Caves intersection could be improved with the proposed ideas shown. |

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| **4/29/2026** | Mark Ramseur | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **3/19/2026** | Mark Sainsbury | Widening is no long term solution as it will not reduce future traffic volume. A stiff toll for through traffic, or at least through goods traffic, would be much more effective and actually make money for the City rather than lose it. Through traffic would divert to the existing bypass routes to avoid the toll. |
| **5/3/2026** | Mark Sullivan | Opposition to the significant impacts |
| **5/3/2026** | Mark Sullivan | I don’t trust CTRMA.  This seems like an inside job.  The ctrma board is voting on their own project.  Reject this nonsense |

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| **4/20/2026** | Mark Warren | Build it and they will come. That's been the experience for Austin area highways for decades. Yes, they are coming anyway, by the scores of thousands; which, of course, everyone on earth believes to be a good and desirable thing: that is an accepted, sacred precept here in Austin and the US in general. Eat up more natural landscape, cover it with more asphalt, concrete, and storefront shops and gas station/quickie-marts, suck more water out of the ground, build more highways, pollute more streams, introduce more traffic noise and air pollution into neighborhoods, etc… $825 million to save 5 minutes rush hour commute time in 2045 versus today? If you are estimating $825 million, it is a given that it will cost well over $1 billion. Here's an idea. Use that billion dollars and the $600k a year in lane maintenance costs to promote, encourage, and/or subsidize city businesses going to 2 or 3 day in-office work weeks and staggered work hours. Any idea how much traffic might be reduced in that way? I admit Austin traffic was considerably nicer in the 1950's when I grew up here. It has become a nightmare, and building more and more and more roads is, ultimately, not the answer. But let's face the facts: TXDOT and the road-builders absolutely love building more roads, and virtually never see an opportunity for building more highways that they do not love. It is a foregone conclusion that your recommendation, regardless of non-traffic impacts, will be to build Mopac into an even bigger monster than it is today. Then repeat the process 15 years from now. Then repeat… Try a change of outlook. |

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| **4/22/2026** | Mark Weiler | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Mark Weiler |

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| **4/22/2026** | Mark Weiler | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Mark Weiler |

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| **4/25/2026** | Marlee Jenkins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Marlene Clark | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Marlene Clark |

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| **3/21/2026** | Marley Collins | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Marley Collins |

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| **5/3/2026** | Marley Jones | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/30/2026** | Marsha | 1. What is your noise before and after analysis? You're welcome to come to my house on 9th street to hear how loud it is already as a baseline. I saw no noise mitigation plans<br><br>2. Where is the east west plan for lake Austin blvd? I saw your you tube animation that removes the exit.<br><br>3. Where are the sidewalk pedestrian safety improvements /plans. ?<br><br>Ample opportunity to connect west of Mopac to East.<br><br>4. Where is the urban canopy assessment? Before and After?<br><br>5. How do you plan to save all the heritage trees clustered along the oldest<br><br>Neighborhoods in the city? Old Enfield, Clarksville , Deep Eddy etc?<br><br>6. Heat Island effect? Where is that before and after study?<br><br>7. Green space reduction????<br><br>8. I never saw height analysis measurements anything that showed how much taller<br><br>9. Our Water Quality and the ecosystem<br><br>As you know you are planning over the literal heart of the aquifer and some of the most sensitive water and land in the city<br><br>10. Air pollution -particles ppm during construction? After construction? |

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| | | 11Why in general do you think this is a good idea when weighing the costs over the benefits- a 5 minute reduction ?<br><br>12. Toll roads are never full - I would like to see the planned vs actual usage of the current Mopac north toll lane usage over what was planned? Mopac north starting from end to end- usage planned and usage reality- what are those numbers?<br><br>13. Zeroing in one Lake Austin- where are your close up plans for the area Austin High school, zilker park , small businesses<br><br>And heritage structures? What considerations are being made for the neighborhoods in that area specifically?<br><br>Please reply to my email. This is the second time I've taken the time to write .<br><br>When will I get a reply?<br><br>Marsha Fatino. |

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| **5/3/2026** | Marsha | I definitely oppose the MoPac expansion from Slaughter to Enfield. Instead I would like to see:<br><br>• A full Environmental Impact Statement<br><br>• Funding for rail, transit, and biking instead.<br><br>Thank you for hearing this.<br><br>Marsha Edwards |

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| **3/26/2026** | Marsha Fantino | Dear CTRMA Board Members,<br><br>we want a real public hearing.<br><br>what a waste of time- if you are not going to have real public hearings over the matter, here is the input-<br><br><br>A BIG NO!<br><br>You are pushing a vague version of the perils of this monster expansion. The truth is nobody who lives in central Austin wants this!<br><br>Property values will go down , you will probably be sued a million times over....<br><br>Here are just AFEW of my reasons for the growing opposition<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. There are SEVERAL Heritage Trees you absolutely cannot cut down<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>There is zero consideration for east/west residents. What you are doing is destroying further the historic areas around lake Austin Blvd.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Marsha Fatino |
| **3/19/2026** | Marsha Fatino | I DO NOT WANT This Mopac expansion!!!! I oppose it for multiple reasons. This does NOT belong anywhere near residents, the schools, deep Eddy, historic buildings, zilker park and the absolute most sensitive - our aquifer. PS sound walls are hideous and do not work. |
| **4/7/2026** | Marsha Riti | I do not support the expansion of Mopac. I think this expansion would cause too much degradation to our environment and further enforce a car-centric modality in Austin. |

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| **4/5/2026** | Marshall Fish | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Marshall Fish |

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| **4/17/2026** | Marta Mcdougle | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Marta Mcdougle |

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| **5/3/2026** | Martha Adams | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Martha Adams |

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| **4/20/2026** | Martha Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Martha Leonino | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **3/19/2026** | Martha Leonino | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **3/18/2026** | Martha Leonino | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **3/18/2026** | Martha Leonino | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **3/18/2026** | Martha Leonino | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **5/1/2026** | Martha Rogers | I am concerned about the proposed southern expansion of MoPac because of possible harm to endangered species, the Edwards Aquifer, Austin High School students and parks. CTRMA must conduct a full Environmental Impact Statement (EIS) analysis. Under the National Environmental Policy Act, a full EIS is required when a project will significantly impact the environment. Drilling into the Edwards Aquifer, harming endangered species, damaging parks, and worsening air quality next to Austin High School are all significant impacts that should trigger a full EIS. This project started in 2011, and the traffic model used to dismiss alternatives was finalized in 2012—over 14 years ago. Since then, we've had a pandemic, expanded telecommuting, and approved Project Connect. CTRMA needs to rethink this project with reconsideration of alternatives, updated data, and consideration of local goals and policies. After 5 to 7 years of disruptive construction, the project will save only 5 to 6 minutes for someone traveling the entire 8.77-mile length during rush hour. Meanwhile, construction delays will largely zero out these minimal improvements. CTRMA admits the expansion will adversely affect 4 federally endangered species, but it refuses to consider design alternatives that could avoid these impacts. Construction will threaten the clean flow of groundwater to Barton Springs and kill cave ecosystems that cannot be restored. Austin High School students and nearby residents will be exposed to higher levels of fine particulate matter (PM2.5) from increased traffic, tire wear, and brake dust. CTRMA's claim that air quality will improve — even though 331 million more Vehicle Miles Traveled (VMT) will be added to the corridor per year — is not credible. The proposed water quality treatment doesn't meet the standards that Travis County and the City of Austin use for their own roads. During construction, rain runoff will carry sediment and pollutants directly into the Edwards Aquifer Recharge Zone, causing irreversible harm. |

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| **4/23/2026** | Marti Martinez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Marti Martinez |

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| **4/23/2026** | Marti Martinez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **3/11/2026** | Martine Boursiquot-LaConte | The plans looks great, really hoping the project can start sooner rather than later considering how long it'll take. |
| **5/3/2026** | Mary | I am opposed to the proposed expansion over zilker park and baron springs watershed. I am a regular swimmer at barton springs pool. The springs are already compromised with any heavy rains carry runoff. It takes days for the barton spring pool waters to clear with the existing traffic levels on loop 1. Why not work to decrease the traffic levels thru loop 1 at peak times w remote work and staggered hours/or divert traffic to loop 360 or 35 but not through this fragile ecosystem. Explore other options and do a more thorough environmental impact study. |

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| **4/24/2026** | Mary Bailey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Mary C Hooper | To whom it may concern: I've lived in Austin for 39 years. The natural beauty of our city, along with the ease of accessing it, is one of the main reasons why my husband and I chose to raise our family here. We frequent the hike and bike trail, and enjoy various outdoor activities on and around Ladybird Lake. I am concerned about the proposed plans for the South MoPac extension, which may impact our beloved river, Zilker Park, Barton Creek and Barton Springs, as well as wildlife in the area. I'm writing in support of a full Environmental Impact Statement (EIS), in order to better understand the impacts. Thank you for your consideration. |

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| **5/2/2026** | Mary C Kahle | Hi, my name is Mary Kahle, and I oppose the Mopac South extension. I fear that simply adding more lanes will just increase the number of cars (induced demand) on our roads while damaging the environment in the area affected by the extension. I urge you to conduct a full environmental impact statement. The short- and long-term effects of the proposed extension on the surrounding areas need to be fully documented so that good decision-making takes place. Such a study would also inform how we mitigate any detrimental effects of whatever we do as a city decide to do.<br><br>I also urge you to look into increased funding for bike trails as well as various forms of public transit. Austin needs to fully embrace alternatives to cars to make our city more livable and environmentally-friendly. I'm so sick of having to take a car everywhere I could scream...<br><br>Thank you.<br><br>Mary C. Kahle |

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| **4/22/2026** | Mary Catherine Finley | Dear CTRMA Board Members,<br><br>To whom it may concern:<br><br>I am writing to you as a citizen of the City of Austin, who works within Parks and Recreation and works specifically with the Edward's Aquifer. I find the actions taken by CTrMA regarding the MoPac South Expansion reprehensible and irresponsible for the following reasons.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Mary Catherine Finley |

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| **4/22/2026** | Mary Catherine Finley | Dear CTRMA Board Members,<br><br>To whom it may concern:<br><br>I am writing to you as a citizen of the City of Austin, who works within Parks and Recreation and works specifically with the Edward's Aquifer. I find the actions taken by CTrMA regarding the MoPac South Expansion reprehensible and irresponsible for the following reasons.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. |

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| **5/2/2026** | Mary Catherine Spinks | As a part of the Austin community, I oppose this proposed project. |

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| **5/3/2026** | Mary Chaney | Dear CTRMA Board Members, Please do not move forward with this project. Many in the community do not wish for this to move forward including myself. More road is not the answer. I commute 5 days a week on Mopac and do not feel like this is necessary, just another waste of money that will affect the quality of life for people and wildlife. I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Mary Chaney |

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| **5/1/2026** | Mary Condra | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | MARY DUVALL | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>MARY DUVALL |

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| **4/26/2026** | Mary Ellen Young | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Mary Eversmann | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Mary Fero | Progress means making things better. Don't threaten our environment with these plans. |

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| **4/20/2026** | Mary Furey | Dear CTRMA,<br>I am a born and raised Austinite. One thing I love about my city is the green space that surrounds us. It's so easily accessible!<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/2/2026** | Mary Griffith | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |

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| **4/23/2026** | Mary Kahle | Dear CTRMA Board Members,<br><br>As an environmental historian with a focus on Barton Springs and the surrounding area, I'm deeply concerned about plans to extend Mopac south. I urge you to to conduct thorough analysis of other options so that this incredibly valuable part of our natural landscape (the entire area of the extension, not just Barton Springs) will not be permanently damaged. I'm also concerned about the public's access to the recreation areas around Zilker Park and Lady Bird Lake during and after construction.<br><br>Thank you.<br><br>Respectfully,<br><br>Mary Kahle |
| **5/3/2026** | Mary Kraemer | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Mary Kraemer |

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| **4/23/2026** | Mary Lagroue | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Mary Leedy | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Mary Leedy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/1/2026** | Mary Lou Bell | I am seriously worried about the effect on Zilker Botanical Gardens. Losing land is not acceptable for this jewel of Austin. The traffic noise and pollution from cars are already extreme and extremely detrimental |

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| **5/1/2026** | Mary Lou Bell | Please rethink the extension. It will irreparably hurt the environment plus the additional noise pollution. I'm most worried about the damaging effects on the Zilker Botanical Garden. This is a jewel and it will be reduced in size and the effects of the traffic will impact the animals and plants. Andrew Zilker did not donate his land to be used as a speed through highway but as a place of recreation and beauty for Austin. Please use the money for adding bike and pedestrian lanes and other less damaging ways to help with traffic.<br><br>Mary Lou Bell |
| **5/3/2026** | Mary Martin | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Mary Martin |
| **5/2/2026** | Mary McKeown-Christie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Mary McManis | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration of the aquifer and surrounding land<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Mary McManis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Mary Oliver | Hello, my name is Mary Oliver. I am an Austin resident for 18 years, a registered voter,and I strongly object to what is happening with the MOPAC expansion plan. I think it'scompletely irresponsible. I think it does not honor the public's wishes. I believe itto be a misuse of taxpayer dollars, and I find it reprehensible that there has beencomprehensive publicly available or even done at all environmental impact studyand I really feel incensed that you are putting at risk what makes Austinspecial our greenbelt our waterways Spartan Springs and we don't need moretraffic we don't need more temporary solutions and the next few years wouldbe a disaster to have this even done so thank you for honoring the public'sand stopping the MOPAC expansion plan.Again, Mary Oliver, registered voter,longtime Austin resident. |

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| **3/20/2026** | Mary Olmstead | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Mary Olmstead |

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| **5/1/2026** | mary olmstead | I oppose the proposed MoPac extension. Instead, let’s make it more user friendly for different modes of transportation.<br><br>* Adds wide, shaded bike and pedestrian paths<br><br>* Creates bike-pedestrian east-west crossings every quarter mile<br><br>* Improves transit reliability<br><br>* Does NOT expand the highway<br><br>Mary Olmstead |

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| **4/20/2026** | Mary Reed | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Mary Ruth Wilmore | Do not do this and destroy what's left of Barton Creek. |
| **5/3/2026** | Mary Sahs | I object to using any park land for the project. Additionally, if it is built, extraordinary safeguards must be required to ensure no adverse impacts to lakes, streams, or other natural environments. This is a huge project and in the past, TXDOT has not shown itself to be stongly protective of such fragile places. |
| **5/1/2026** | Mary Smith | This project needs to do an environmental impact survey in order for me to support it. This stretch of road is also the LEAST clogged stretch of my commute down to dripping springs- that title would go to all of the stoplights along 290 west of the Y at oak hill. I would prefer that these resources be allocated towards road repairs and creation of new roads rather than tolls, but at a minimum if toll construction is going to be forced upon me then at a minimum I expect CTRMA to do their due diligence to not adversely affect the delicate ecosystem that we share with the creatures beyond humans that call Central Texas their home. |

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| **5/3/2026** | Mary Standifer | I am writing to plead-- indeed, demand-- that a full environmental statement be prepared for this project.<br><br>I am vehemently opposed to this project on the grounds that the cost, for the pitiful projected benefit, is egregious, and even more so because the blindingly obvious damage the project would cause to our water, air quality, and endangered species is unconscionable.<br><br>Sincerely,<br><br>Mary Standifer<br><br>Austin, Texas 78703 |

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| **3/13/2026** | Mary Taylor Scherz | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Mary Taylor Scherz |

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| **4/29/2026** | mary warren | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Mary Wheelock | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/27/2026** | Mary Wilson | Dear CTRMA Board Members,<br><br>I recently heard about the proposed Mopac South Expansion and I STRONGLY oppose this project. I have lived in south Austin (Circle C Ranch) for 30 years. And yes, the traffic on South Mopac has increased significantly over time. It is my experience traveling up and down Mopac that while traffic can move slowly at times, I always get to where I'm going in a fairly reasonable time. Major construction for a widening project along 8+ miles of Mopac sounds HORRIFIC! The extreme regional disruption, endless traffic congestion, major driver stress and serious environmental disturbances (a construction that will last for who knows how long!) are negative consequences that far out weight the "slow moving traffic" during rush hours. I strongely urge you to do a full Environmental Impact Study with full public comment/imput before moving ahead with this project. Thank you, Mary Wilson<br><br>For the love of water in Central Texas,<br><br>Mary Wilson |
| **4/30/2026** | Maryssa Bradley | I'm concerned about the environmental impacts that could result from this expansion. Additionally, I would love more information on why another toll road is considered necessary if this expansion were to happen. |
| **5/2/2026** | mason clark | Dear CTRMA,<br>Please work with city council on the best options here. Please be environmentally conscious. And for the love of God, don't let this construction project last for years. I'm tired of the entire city being under construction.<br>—<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Matalee gentry | Do not put Barton springs and our aquifer at risk by expanding mopac. We do not need a tollway from Cesar Chavez south, it is unnecessary, costly, and a huge cluster for years during the process. It puts businesses, wildlife and nature at risk!! Also, let's use those funds to support AISD instead and get our public schools out of 181M in debt! We don't need this. |

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| **4/20/2026** | Mateo Gupta | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Matt | * Hi,<br><br>*<br><br>* I OPPOSE expanding MoPac South. Instead, I SUPPORT regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>*<br><br>* Most of all, highway-centric planning impacts my life. I am unable to drive due to disability. Expanding MoPac would make walking and cycling more dangerous for people like me, while depriving us of better alternative transport options. The best vision for our future is one that prioritises multi-modal transport access for all people, where cities are designed for people, not cars, where driving is not viewed as a necessity.<br><br>* |

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| **5/1/2026** | Matt | We stand with the Better MoPac Coalition in OPPOSING the expansion of MoPac South.<br><br>The results of expansion:<br><br>-More traffic, pollution, noise, and crashes.<br><br>-110+ acres of new highway pavement destroying the pristine natural landscape.<br><br>-$825m+ wasted, which could fund transit, bicycling, & walking.<br><br>-9 years of construction for a worse outcome. |
| **5/3/2026** | Matt Beaman | Please do not build anything that will affect the very fragile ecosystem of Barton Springs. It is truly the soul of Austin that it would be a travesty to further destroy it. |
| **5/3/2026** | Matt Beatrickson | Hello, yes, my name is Matt Beatrickson.I am a long time Austin resident,lives here about 15 yearsand I've been quite involved in a lot ofjust community efforts, community engagementsand I'm very interested in sustainability.And the more I've looked at this highway expansion project,I'm very much not in favor of it.It seems quite short-sightedand only benefits more sprawl developmentAnd, I don't think that's the way we should be developing our precious home.It seems really ignorant in the long run.And the downstream impacts are not being looked at near enough, in my opinion, as far as actuallong-term impacts on traffic and where people are going to move to and all the environmentalimpacts thereof, I'm strongly opposed to this.And I think I'd really appreciate if,if this whole thing stopped.Thank you. |

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| **4/29/2026** | Matt Creel | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing.<br><br>Sincerely,<br>Matt Creel |

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| **4/29/2026** | Matt Creel | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Matt Creel | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/3/2026** | Matt Dietrichson | Dear CTRMA Board Members, I am not in support of this. No more sprawl. No more endless unsustainable development --- I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Matt Dietrichson |

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| **4/30/2026** | Matt Geske | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Matt Grebosky | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Matt Grebosky |
| **5/3/2026** | matt gunn | Dear CTRMA Board Members, To my astonishment I have been watching the MoPac South expansion plan unfold with virtually minimal concern on its impact on the community or the environment. This project is a huge threat to the Edwards Aquifer Recharge Zone, which ,e and my family depends on for water, which we have no alternative way of obtaining unless at prohibitive costs. It is regretful that those who will profit the most from this expansion, either do not live here, or have the means to import whatever water is necessary for them from wherever. I and most of my neighbors simply are not at that level of wealth. I implore you to reconsider your position, giving full voice to the environmental and sustainibility concerns that are being raised. Sincerely, Hasmet Akgun |

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| **4/29/2026** | Matt Harriss | This project represents another step in catching our infrastructure up to the last 20 years of population growth. The traffic is already here! This will simply improve the traffic flow into and our of downtown as well as improve the existing stormwater infrastructure. |
| **4/6/2026** | Matt Hirschy | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten |

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| | | survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | For the love of water in Central Texas,<br><br>Matt Hirschy |

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| **3/13/2026** | Matt Huff | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Matt Huff |

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| **4/28/2026** | Matt Lipps | I have never seen a highway expansion, of any sort, that hasn't, in short order, returned to the exact same levels of congestion as before the construction, to say nothing of the interruptions of construction themselves. This expansion is pointless and incentivizes social ills — high-emission super commutes, smog, noise pollution, you name it. And it costs us access to beautiful trails, the source of our relief in the summer and refuge from Domain-ified hellscapes elsewhere in the city. The construction will cause traffic until it is completed, then congestion will be modestly alleviated, then increased home construction in suburbs and exurbs will restore traffic to prior levels. This is a gift to builders and would-be residents of these exurbs, at the expense of Austin communities. Without Austin's fine local trails, she is a sterile blemish on the land. We are better than arcade bars and restaurants. Everything precious about Austin comes from her trails. We deserve access in our neighborhood! I hate to see my city become Houston, all for some stupid utilitarian, GDP-brained argument that does permanent damage to the city's finest outdoor features all for some hairbrained, falsifyable "more jobs" mumbo jumbo. Get it together, Austin and friends, you're falling fast. |
| **5/2/2026** | Matt Miller | I know this is likely not going to change anyone's mind since it seems like more lanes is the go-to answer for Texas roads these days, but please do not expand MOPAC further with this proposed project. This area is one of the most precious, environmentally sensitive areas our city has. A negligible increase in the amount of cars this highway can hold will only disrupt the environment and the people of Austin at a time when every other major highway is already under constructions right now. No matter what area of the city I travel to, it feels like I'm navigating the highways out of a MAD MAX movie—dangerously uneven lanes, swerving through endless orange signs & cones and lane markers that come and go as they please. It's dangerous. The city needs better alternative transportation options, not endless funding of more cars, more lanes, more traffic. We're very lucky to live in such a prosperous city but it's time we grow up and act like a mature city that funds other types of projects (rail, public transit, biking, etc.) and not continue our current cycle of impetuous waste on quick fixes that destroys what continues to attract people to Austin only to be torn up and expanded in another 15 years. Please, stop this madness.<br><br>-Matt Miller<br>Austin resident since 2009 |
| **3/20/2026** | Matt Plotz | DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. Better city design and mix use policies will encourage more jobs closer to home. This will cut down on traffic and bring in more sales tax to the suburbs. |

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| **5/3/2026** | Matt Shook | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Matt Shook |
| **5/3/2026** | Matt Shuff | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Matt Shuff |
| **3/22/2026** | Matt Welch | DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. DO WANT: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **3/27/2026** | Matthew Arth | I would urge y’all to only install one variable toll lane in each direction, not two. I would also request that y’all consider a non-toll overpass connector from westbound 360 to northbound MoPac. Finally, I would recommend that the toll lane extend all the way to 45 South. |

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| **4/20/2026** | Matthew Burkhart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/11/2026** | Matthew Condon | To Whom It May Concern,<br><br>I am writing to oppose the MoPac South Build Alternative (2C) as presented in the draft Environmental Assessment.<br><br>Decades of transportation research consistently demonstrate that adding highway capacity does not resolve congestion. Induced demand — the well-documented phenomenon in which new road capacity generates new vehicle trips — means that the projected travel-time savings in the draft EA are likely overstated and temporary. The Texas Transportation Institute's own data shows this pattern across the state's metro areas, including Austin.<br><br>The $825 million price tag, funded primarily through federal loans and toll revenue, locks the region into a car-dependent infrastructure model for decades when Austin should be investing in transit, protected bike infrastructure, and land use strategies that actually reduce vehicle miles traveled. The existing MoPac North express lane opened in 2017, and congestion on that corridor has not meaningfully improved — there is no reason to expect a different outcome to the south.<br><br>I also share the concerns raised by the City of Austin's Urban and Transportation Commission: this project warrants a full Environmental Impact Statement, not a lighter Environmental Assessment. The draft EA does not adequately address impacts to the Edwards Aquifer recharge zone, east-west traffic disruption for communities like Rollingwood and West Lake Hills, or alignment with Austin's climate and mobility goals.<br><br>I urge CTRMA and TxDOT to pursue the No Build Alternative and redirect resources toward multimodal transportation investments that will serve the corridor's long-term needs. |

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| **5/1/2026** | Matthew Hardy | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | matthew holmes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Matthew Lieber | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Matthew Lieber | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Matthew Lynaugh | Hi,<br><br>My family lives in South central Austin. I wanted to voice opposition to the proposed expansion of MoPac.<br><br>Thankyou,<br><br>Matt Lynaugh |
| **4/20/2026** | Matthew Lyons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Matthew Maldonado | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Matthew Maldonado |

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| **4/23/2026** | Matthew Moore | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/21/2026** | Matthew Morin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Matthew Przybyla | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Matthew Rerecich | I am firmly opposed to the Mopac South toll lane project with three main objections (limited by space...):<br>1. This project concept has negligible benefits for non-tolled users, and none at all for travel times for these users. As such, all of the expense and environmental damage is a waste of money and harm to local eco- and-hydrosystems, and doing nothing would absolutely be the better choice.<br>2. This project design predates Project Connect by 6-8 years and should be thrown out and restarted. The whole cost benefit assessment and selection process is absolute.<br>3. Project costs are to be carried by the City, while the benefits go to rich, out of Austin residents that really don't need a big infrastructure project to get downtown. |
| **4/23/2026** | Matthew Rodriguez | MoPac should not be expanded. Not only would there be environmental damage done to surrounding areas because of this project, but this project is something that residents do not want. Residents want more public transportation options, not highways that destroy our green spaces |

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| **5/1/2026** | Matthew Sanchez | We don’t need lane expansions or overhead freeways. $800 million + for 8 miles of roadway, increased traffic delays and environmental impact to our green spaces is a horrible idea! As someone that does the commute to downtown and back to slaughter ln on mopac everyday we don’t need it or want it. |
| **5/2/2026** | Matthew Sever | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Matthew St Germain | Dear CTRMA, Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Matthew Stanford | Research and history do not reflect this project having merit. You're willfully damaging a sensitive area at great expense for minor, temporary improvement. Please do not do this. |

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| **4/28/2026** | matthew vonderahe | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Matthew Vonderahe |
| **5/2/2026** | Matthew Waghorn | Hi, good evening. My name is Matthew Waghorn. I'm a new resident of Austin. I moved here two years ago.It's just come to my attention that the development on the Mopac Expressway is proceeding without a comprehensive environmental report or certification.and I'm not quite sure the nomenclature here,but I strongly oppose the buildingor the progress of this projectwithout a full environmental protection investigation. |

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| **4/30/2026** | Matthew Welch | * I oppose expanding MoPac South.<br><br>* Instead, I support other, more efficient forms of transportation, including improvement to our bike and pedestrian network.<br><br>* Resources are not limitless. We need to stop building as though they are.<br><br>* I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>* I have seen the areas south and west of Austin devastated by unsustainable urban sprawl. This will only encourage more of that. |
| **5/3/2026** | Matthew Wigglesowrth | Hello. My name is Matthew Wigglesworth. I'm the founder of Ayala Austin, which is a danceand meditation event, a community building event that was born by the monkey tree atBarton Springs with encouragement to go swimming in Barton Springs after the dance and meditation.And Barton Springs really saved my life, the water of Barton Springs.When I moved to Austin four years ago, I was an alcoholic.And I made the decision to quit drinking two and a half years ago, almost exactly.And Barton Springs was my sanctuary, has been my sanctuary since.It's the reason I found my sober community right outside of the entrance of Barton Springsat the Monkey Tree.And it's where my heart is.I love the waters of Barton Springs.They have a healing quality to them.I have a goggle that I love to go diving in Barton Springs with and look at the fish.I've never seen the salamanders, but I love that we have and host two endangered speciesof salamanders in Barton Springs.It's incredibly special.I've never seen anything like Barton Springs in anywhere I've ever been in my travels.I urge you to complete a full and lawful environmental impact statement.It is the right thing to do, is what this community is owed.It's what Barton Springs deserves.It's the right thing to do.And I know that from this community outreach, you'll hear our voices, hear how much thisplace means to us, hear how important the water quality is at Barton Springs.Take our voices into account.You are not our enemy. You are our fellow community members, and we are pleading with you.Please, please listen to us. Please do the right thing.Please do an environmental impact statement. We appreciate you listening to us, cheering us out.We urge you to do the right thing, do the lawful thing and listen to the community membersthat love Barton Springs and Edwards Aquifer and Zilker Park.Thank you. |
| **4/26/2026** | Matthew Wigglesworth | I love Barton Springs with all of my heart. It is my place of peace and exercise. I swim in the water daily. This expansion will most likely impact the quality of Barton Springs water. The only way to truly know is to do a true EIS. I URGE a full and transparent environmental impact statement. |

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| **4/20/2026** | Matthew Wilk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Maudriel Goodlet | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Maudriel Goodlet |

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| **3/24/2026** | Maureen | Hello<br><br>I am Maureen Zachas, a resident of Austin, Texas. I am reaching out to make it known that I oppose the expansion of the mopac highway. The biggest reason I oppose this project is because it doesn't solve the problem. The only way to save time (5 mins) is if you are going along the whole 10 miles. Most people aren't commuting along the whole stretch of the highway. Also it's known that if you create more space then people will come, the expansion will work for a month or two but soon enough it's going to be bumper to bumper again. Another reason i oppose this project is the environmental aspect of it, filling in caves, doing construction right next to a fragile ecosystem is frankly stupid. We need to think about the environmental consequences when planning a construction project. and poisoning the water where animals like salamanders live. Salamanders animals breathe through their skin so any changings to their water, like construction runoff is gonna cause them to die. Another reason I oppose this expansion is because its going to make the commute more dangerous for the highschoolers trying to get to Austin highschool due to the detours that have to happen while the road is under construction, sending more traffic right in front of the school where new drivers have to go. Lastly the timing of the project isn't practical, having both major highways that take you north and south through Austin under major construction is going to be a nightmare for everyone involved and will create even worse traffic in the meantime. What the public really wants is more reliable and safe public transit. Invest in bussing systems by making the stops safer and easier to get to, and a reliable schedule. Construct commuter trains that help move people throughout the city without putting more cars on the road, and paving over more of our beautiful nature. Please listen to the people and cancel highway expansion and put that time and energy into more reliable public transit!!!<br><br>Thank you<br>Maureen |
| **4/24/2026** | Maureen Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. Please preserve what makes Austin a great place to work and live.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Maureen Dee | Hello,<br><br>I would like to share my opinion on the planned expansion of MOPAC South. I oppose this expansion and instead support a regional rail and a world class bike and pedestrian network.<br><br>I know many people feel scared when they think of "public" transportation, sometimes so much so that they feel it is dangerous to their lives and well being when in fact the opposite is true. Rail and bike/pedestrian networks are so much better for health and wellness, business, the city, the environment and will save so much money. We keep expanding lanes and car-centric "solutions" that don't actually solve anything. We just see induced demand with these expansions and destruction of third spaces, removal of healthy areas, and we just increase the costs across the board to maintain and repair all of this pavement and road.<br><br>Cars are very loud -- not just because of horns and engine noise, but the wheels on the road generate noise. Cars pollute our air (and air pollution causes heart disease which is the number 1 killer of human beings). We will just see more crashes and human beings being harmed, maimed, and killed by these crashes. We already lose more than enough souls on Texas roads each year.<br><br>The ultimate point is that decades worth of hard evidence and studies prove that expanding lanes and car infrastructure does NOT provide relief, but provides more of the negative effects of a car centric society. If nothing else, if we do not care about human lives, well being and health, children's safety, the environment, noise, pollution, loss of beautiful and walkable healthy spaces, loss of places for people to happily congregate and feel safe -- think of the COST. The MONEY. These "solutions" are not solutions. They solve absolutely nothing. They just add more pavement, roads, injuries, deaths, and demand. They add more to have to repair. We will have to be taxed higher and higher to cover all these costs.<br><br>We need a RAIL system. We need it desperately. We need to get as many people off the roads as possible and using a rail system, a strong bike network, and a safe pedestrian network. That way those people who MUST use cars can do so more safely at a lower cost plus they will see way more convenience with less cars on the road. You won't help the congestion by increasing car lanes. People will always fill those lanes and they'll just get congested again and again. This is what we have seen in the historical data from the beginning of car centric city planning.<br><br>It is illogical, unreasonable and irrational to ignore all of the evidence. Yes, people get scared of public transport and they're |

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| | | all emotional about feeling that the "wrong kind" of people will come through "their" neighborhoods. This is outright racism first and foremost, but it also creates a prison for these NIMBYs whereby they harm themselves by giving up their liberty in pursuit of an imagined safety. They're not even safer! Every person who goes to a meeting and says that public rail will harm the area are thinking only of themselves and only through a lense of fear. These folks live in fear and facts can't get through. I hope that you will see beyond feelings and study the evidence. It's clear that we need spaces designed for people. People want health and peace and they could have a lot more of both with proper systems in place that serve their needs instead of created "needs" that come from car manufacturers who want to convince everyone that sitting in a car makes you better than everyone around you and that you'll die of you don't have a car or use one constantly. This works well for the car companies, but is killing actual people and making miserable, ugly, expensive, and unhealthy cities.<br><br>I also want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Thank you for listening.<br><br>Maureen Dee |

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| **4/17/2026** | Maureen Haskell | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Maureen Haskell |
| **5/2/2026** | Maureen Haskell | Please do not add on to Mopac in the area that will impact local water ways and native plants and species in such a significant negative way. This endangers Barton Springs Pool and the surrounding areas. Please find another way to improve traffic. Thank you for your consideration. Longtime Austin resident and Native Texan. |

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| **5/3/2026** | Maureen Ryan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | maureen zachas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, maureen zachas |

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| **5/3/2026** | maureen zachas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, maureen zachas |

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| **4/22/2026** | Mauricio Benitez | Hello CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project!!!!<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Mauricio Benitez | Hello CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project!!!!<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Max Alperin | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Max Alperin |

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| **4/24/2026** | Max Efremov | Dear CTRMA Board Members,<br><br>Hello Board Members,<br><br>We are on the verge of AI, robotics, and mass automation. Traffic is about to be a non-issue. Let's not tear up the precious remaining land, water tables, and nature that surrounds us.<br><br>We made it!! Meaning, there's nothing really left to worry about as we enter a post-economic scarcity society—nothing left for us to do BESIDES be excellent to each other, love another more skillfully. The only thing that will remain scarce is wisdom and love. It's kind of a head trip.<br><br>Big love<br><br>Max<br><br>Sincerely,<br><br>Max Efremov |

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| **4/24/2026** | Max Geller | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Max Geller |

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| **5/1/2026** | max hensley | In 2005 I moved to Texas from California. My first stop was Austin, where initially I planned to put down roots. I lasted two weeks there before moving on to San Antonio. The traffic was EXCRABLE - side streets so jammed it would take several turns to pass through lights, the freeways backed up night and day, horrible. It was obvious that the environmental types had so wrecked things that nobody was going to get around that town and I wanted no part of it. Let me use this opportunity to protest the continuing gumming up of cross-Austin traffic by the granola types. Happy to be living now in a city that knows how to build freeways. |
| **5/3/2026** | Maximillian Henton | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. Key concerns include: Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement. *** Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.***Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.***Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. With the increased impervious surfaces, water will not be able to recharge the Edwards Aquifer. We are already in a drought, and we need to increase water storage, not decrease it. The run off creates flooding of water that we can't even use. Impervious surfaces also create urban heat islands, and it is already way too hot<br><br>What good is another toll road that nobody wants to pay for if there is no clean water? It's bad for people, it's bad for business, and it is bad for our local government. We need better design and solutions, rather than building another road. People will come to the places where government and the citizens take care of the land that was fought for, not land that is drying up from mismanagement and poor choices. Once you run out water, you run out of life Sincerely, Maximillian Henton |

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| **4/21/2026** | Maya Dandashi | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Maya Dandashi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Maya Endsley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Maya F Madere | I grew up in Austin and have experienced first hand how important the Edwards aquifer and Barton creek waterways/ green spaces are to the people of Austin. I implore you not to go through with this project. As it's currently planned the impact on the surrounding environment, ecosystem and community will be disastrous. Please do not destroy the land that gives Austin its heart in the name of convenience. These tax dollars would be so much better spent improving the infrastructure of Austin in other ways that enrich the lives of residents rather than imperiling their health and quality of life. |
| **4/22/2026** | Maya Malev | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Maya Malev | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Maya Martinez | I am strongly against any construction that would negatively impact Barton springs. A majority of Austinites are against the Mopac South tollway and don't want this. Protect our springs, save our springs, keep Austin beautiful and environmentally protected. |
| **3/31/2026** | Maya Mendivil | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Maya Mendivil |

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| **5/3/2026** | Maya Misikoff | I was born in Austin, went to UT, and recently moved back after several years living in other major cities to raise my family. Please do not expand Mopac at the expense of our springs. Recent expansions of other major highways have already eroded so much of the city's beauty and appeal. Austin is unlike other cities because of natural glimmers that give it character. Please do not move forward with Mopac expansion. It will not help with traffic long term but will permanently diminish the appeal of this wonderful city. |
| **5/3/2026** | Maya Talamantez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful |

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| | | public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Maya Talamantez |

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| **4/30/2026** | Mayra Cerda-Gomez | Hello There,<br><br>As citizen who travels MoPac often, I oppose its expansion. Expanding roads has not solved the congestion--only worsens the pollution.<br><br>It's better if Austin improves the public transportation system, for example, the regional rail and the bike/pedestrian network. That is, investing more in these modes of transportation would make them a preferred choice, which would reduce congestion, improve our environment by reducing pollution, and have healthier citizens.<br><br>It is also important to have a Full Environmental Impact Statement, so we have a rounded understanding of the impact of this expansion.<br><br>Thank you for your time reading this,<br><br>Mayra Cerda-Gomez |

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| **5/3/2026** | Mayra Leen | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Mayra Leen |

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| **5/3/2026** | Mayrose Porter | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Mayrose Porter |
| **5/3/2026** | McKenna Foster | I have live in austin my whole life and have seen the changes to our creeks and waterways over the years, they are devastating. We cannot afford to damage these fragile systems any further. They are the reason people live in this city. No one will care about saving a little time on the highway when we are out of water. Please protect our home. |

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| **5/3/2026** | McKenna Glenn | I'm new to the ATX area like most of the residents here. I moved because of the natural resources and outdoor recreation. I'm an avid environmentalist and hiker. Since moving here I have heard time and time again from Austin natives how the greenbelt isn't what it used to be. How you can go swimming nearly all summer in the iconic swimming holes that are too many to name. But since moving here I have noticed how dried up everything is. I find remnants of "no jumping" near spyglass and I'm shocked that people used to swim there given how dry it is. The city of ATX needs to seriously consider whether this toll road is actually necessary to the livelihoods of Austinites. The road would critically affect the already weakened aquifers. I personally feel guilty after moving here knowing that I'm contributing to the water usage that is affecting the outdoor recreation that generations and generations of Austinites have enjoyed. I wish that those who come after me also get to enjoy the outdoor recreations. Please reconsider this TXdot project. Please protect the water and the outdoor recreations that so many of us have moved here for. I see the pain in the locals eyes when they talk about how much Austin has changed and not necessarily for the better. We do not want this project. We want clean swimming water for all |
| **5/3/2026** | McKenna Haynes. | Hi there, this is McKenna Haynes. I am a resident from Austin, Texas, boredomraised and I just urge y 'all to actually go through with a full environmentalimpact statement with the full consensus of what the ramifications of the tollroads will be in terms of like I mean we've already like town like we can'tsummon anymore because of the bacteria and all the runoff from theconstruction so just like the additional I like actually want to see the statson like what the additional construction would lead to especially with like likeAustin like Travis like all the runoff like it's all connected and BartonSprings all the all the great green spaces that we have in Austin so yeah Iurge all to take that into consideration and keep Austin where it's supposed to be.Thank you.Bye. |
| **5/2/2026** | McKinley Lucas | Hello<br>To whom it may concern<br>I was born in Austin. I have lived here my whole life. I went to Austin High School, which happens to be right in your line of construction. I walked the pedestrian bridge to school daily for two of my years at Austin High. That bridge and the open overhead sky, mixed with the already awful MoPac sound with morning traffic, but it was sacred and special. Rowers on the lake, birds, trees changing colors, etc. Expanding MoPac (esp with toll lanes ??? what?) is anti-Austin and not what the constituents of this city need.<br>I understand the population has grown but there are other ways to mitigate traffic. Don't disrupt the lake and all of its wonderful wildlife and scenery. |

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| **5/3/2026** | Meagan Butler | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Meagan Butler |

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| **4/24/2026** | Meagan Harris | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Meagan Harris |
| **5/3/2026** | Meagan Stagg | Dear CTRMA Board Members, As an Austin native I feel like I've signed countless petitions with the goal of preserving one of the main and only reasons I continue to live here, the beautiful natural springs. Please, please, please. Think of the power that you hold as an entity, the power to make or break the natural geography of this land, the land that was here before us and will continue to exist when we're all gone, but could potentially be ruined beyond recognition. Everything we love about Austin is constantly under threat. I can sit in traffic just fine, I can't bear to stand any further threat to our natural geography. NOBODY WANTS THIS. For the love of water in Central Texas, Meagan Stagg |

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| **4/22/2026** | Meg Dowdy | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Meg Dowdy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | meg gallagher | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Meg Seidel | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/2/2026** | Megan | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **5/3/2026** | Megan | Hi, my name is Megan, I live in 7-8-7-4-1 and I am in opposition to this.What needs to happen is that we need to do a full environmental impact statement as tohow this will impact the natural nature of Austin.And water quality and endangered species are not indispensable, they should be at the forefrontof this study and the forefront of how they're impacted before anything occurs.Our traffic data is outdated and quote-unquote no significant impact is not credible andoutdated.As an Austinite, I deserve clean water and clean air as do the rest of our residentsas does nature itself.Thank you and I do hope that you preserve what makes Austin what it is and what hascreated a destination city, a living city, and not driving out that which makes us greenand beautiful.Thank you very much.Thank you very much. |
| **4/24/2026** | Megan Armstrong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Megan Bennett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Megan Bennett | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Megan Bennett |
| **4/27/2026** | Megan Bickford | Edward's Aquifer and Barton Springs are one of the coolest and most enjoyable things about Austin. We don't need highway expansion, we need to be protecting the land and our Springs! There are so many other places in the world that don't have what we have and it's obvious some people have taken natures beauty here for granted. I urge you to do a FULL environmental report study from a non-related organization about the effects the expansion will have on our local environment here. Regardless, I urge you to NOT expand Mopac. Statistically, more lanes only cause more traffic. Not less. Especially with how crazy and bad Austin drivers can be! Please do not make some idiot have to get over 5-7 lanes of traffic trying to make an exit they're not going to make. Logically, it will only cause more congestion, more traffic, and more road rage. Not to mention, there are so many better uses of our tax dollars. Please do not expand Mopac. It will cause irreversible damage to our environment and make Austin even less appealing overall (less tourist dollars and less money for our local economy if tourists don't want to come here). Please, please, please reconsider. I love the city of Austin and only want to see it thrive. Expanding Mopac is not the way. Thank you. |

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| **4/17/2026** | Megan Brinkerhoff | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Megan Brinkerhoff |
| **4/29/2026** | Megan Denae Lasch | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **5/3/2026** | Megan Flanagan | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Megan Flanagan |

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| **5/3/2026** | Megan Hess | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Megan Hess |
| **4/30/2026** | Megan Hill | Do NOT work on Mopac without any environmental oversight or testing! Last time Mopac was worked on a huge cave was found! Constructing Mopac without doing an environmental survey would impact MY and YOUR neighbors water supplies! Enough of our water is being taken by AI, don’t ruin our beautiful creeks and means of survival for more construction and concrete. SAVE OUR SPRINGS, DO THE ENVIRONMENTAL SAFETY CHECK FOR OUR CITIZENS SAKE. We demand TxDOT use our tax money properly and conduct a safety survey. |
| **5/3/2026** | Megan Kay | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Megan Kay |

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| **5/3/2026** | Megan lane | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | megan leriche | Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. Instead consider: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/3/2026** | Megan McLoughlin | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Megan McLoughlin |

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| **4/19/2026** | Megan Meisenbach | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens this 8.77 mile stretch of the Edwards Aquifer Recharge Zone and can pollute the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>A full Environmental Impact Statement is needed first.<br><br>along this corridor, widening bridges, disrupting wildlife habitats, and increasing traffic and pollution. Even worse, this 8.77-mile stretch sits atop the Edwards Aquifer Recharge zone, putting our water at risk from increased pollution runoff and years of construction. Despite these risks, CTRMA is pushing forward without a full Environmental Impact Statement and it is ignoring smarter, more sustainable alternatives such as metered lanes, HOV lanes, fixing the bottlenecks, and investing in public transit.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. |

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| | | Thank You for listening to your neighbors,<br><br>Megan Meisenbach |

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| **4/29/2026** | Megan Meisenbach | About the MOPAC SOUTH EXPANSION: Here are some important Facts to consider<br><br>* proposing to add 100+ acres of new pavement in an environmentally-sensitive area, But ! CTRMA claims there will be no significant environmental impacts 😱<br><br>* increases of 6-8 lanes (CTRMA does not mention these extra non-tolled lanes)The project proposes adding two toll lanes in each direction in addition to flyovers and numerous other lanes<br><br>* The project proposes to expand 8+ miles of MoPac between Slaughter Ln & Enfield Rd (CTRMA incorrectly states the project only extends to Cesar Chavez St)<br><br>Last week, Austin City Council called for a better project for MoPac South<br><br>* I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>* Along with millions of residents and visitors I regard Barton Springs as a life altering place of beauty and health. This expansion of Mopac threatens-the enjoyment of our pristine water.<br><br>* Please call for a thorough full Environmental Impact Statement !!!<br><br>* Megan Meisenbach |

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| **5/3/2026** | Megan Norregaard | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Megan Norregaard |
| **5/3/2026** | Megan Okonsky | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Megan Okonsky |
| **5/3/2026** | Megan Parker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Megan Raby | As an Austin resident, I'm writing to oppose the proposed MoPac South expansion in the strongest terms. This proposal will add 100+ acres of new pavement in an environmentally-sensitive area. CTRMA's claims that there will be no significant environmental impacts are laughable. I OPPOSE expanding MoPac South. Instead, I SUPPORT regional rail and a world class bike/pedestrian network. I demand a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Megan Raby<br><br>Austin, texas |
| **5/3/2026** | Megan Ramey | Stop the TOLLS |
| **5/3/2026** | Megan Rumpf | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Megan Rumpf |

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| **4/28/2026** | Megan Ryan | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Megan Ryan |

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| **5/3/2026** | Megan Schwab | Dear CTRMA Board Members, As a native Austinite, one of the things I am proudest to show visiting friends and family are the things that make Austin unique and beautiful. That includes things like Bartom Springs. This expansion not only risks damaging or ruining one of the truly best things about a thriving metropolis like Austin, but the environmental impacts, which will eventually cost the city even more down the road, would further ruin this city. During a time when we are seeing the environment increasingly taken for granted, we should not be adding more layers of concrete and construction to an already vital and fragile ecosystem. We would be damaging the city's future by implementing this project. I ask you to reconsider this project in the name of not only our city, or for future geneations of Austinites, but also Mother Earth who is very much near the point of no return. Thank you. P.S. Below is the generated response, which is also important. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Megan Schwab |
| **4/21/2026** | Megan Sieffert | Dear CTRMA,<br>Our green spaces are crucial for drainage, flood mitigation, and thermal management. This isn’t just about the future of green spaces. This is about the future of All Spaces.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Megan Sita | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Megan Sita |
| **5/3/2026** | Megan Suggs | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Megan Suggs |

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| **4/22/2026** | Megan Swinford | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Megan Swinford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Megan Thompson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I used to spend my days walking through Zilker park and running miles by Eddy's, under MoPac, and along Lady Bird lake. was made this runs so great wasn't the traffic I ran under Mopac, but the serene lake and park once i got to the other side.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Megan W Frey | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. Thank you for your consideration. |
| **4/25/2026** | Meggan Dunne | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Meggan Dunne | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Meggan Dunne |
| **5/3/2026** | Meghan Graham | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Meghan Graham |
| **4/28/2026** | Melaina Newman | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/3/2026** | Melanie Babbitt | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Melanie Babbitt |
| **5/2/2026** | Melanie Maroney | Hi. My name is Melanie Maroney. I live in Austin, Texas. I'm here to speak up againstthe MOPAC expansion. I demand to see a full environmental report. I want to save the endangeredspecies. This saving the waters and the animals is key and priority. I do not agree or supportthis expansion. Thank you. |

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| **4/22/2026** | Melanie Moroney | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Melanie Moroney |
| **5/1/2026** | Melanie Ritter | My name is Melanie Ritter.I am a local to Austin, Texas. I was born here. I've lived here for over 28 years of my life. I grew up in the area that that road will affect, you know,all the way from Westlake area to Circle C. I've lived in both.And I genuinely do not see any reason for that road to be built. There is no need.And we already have accessible enough roads, sure we have traffic, but there are otherways that we could mitigate that without building a second monstrosity. It would directly impact Austin's green spaces.The little it has, these are our most protected green spaces, these are our public parks.This would effectively destroy that, which it's already being encroached on. Y 'all haven't even finished I-35 yet.And I remember growing up, the MOPAC expansion project itself was kind of ridiculous. It took all over 10 years to finish. And even then, like, you only worked on it for two out of those 10 years.I just, I don't think Austin needs another road project now, especially we're on topof limestone caves.We have protected animals that are already endangered in that creek bed |

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| | | that y 'all wouldbe destroying.So as a local, I think you'll need to get the - out with whatever the - this is. I am not supporting this project. |
| **3/26/2026** | Melanie Stamps | I commute to work three days a week, and my travel patterns really highlight why this project matters. I often drive from Cedar Park to South Austin, and traffic regularly turns what should be a straightforward trip into nearly an hour one-way. By comparison, when I travel from Cedar Park to Round Rock, the commute is much more predictable. The most time-consuming part of my commute is getting onto IH 35, where just a few miles can take 10 minutes due to congestion. Improving travel time reliability would make a meaningful difference for people like me who rely on the system multiple days a week. I also appreciate the project's focus on emergency response reliability, transit integration, and better options for pedestrians and bicyclists, which are clearly needed as our city continues to grow. Whenever I visit other cities, I am struck by how connected and coordinated their transit networks feel. I have lived in Austin my entire life, and while transit plans have been discussed for as long as I can remember, progress feels slow. Seeing this project prioritize multimodal integration and long-term mobility gives me hope that we are moving in that direction with momentum. I support the goals outlined in the Purpose and Need. Austin will continue to expand and change, and we need to invest in making it safe, reliable, and easy to live here. |
| **4/19/2026** | Melba Whatley | Your message is ready to be sent with the following file or link attachments:<br><br>Board Letter to CTRMA (1) (002).pdf<br><br><<Attatchment>> |

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| **4/24/2026** | Melissa Avedon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Most importantly, there must be ecological impact studies and approval from experts in that field based on those studies, making sure that this project doesn't destroy or damage in the corridor proposed our aquifers, native wildlife, and doesn't increase congestion and pollution in the areas where the expansion is going to take place and exit/enter.<br>Thank you for your time and consideration. |
| **4/22/2026** | Melissa Beckham | We need a full environmental assessment on the Mopac South expansion project. I am very concerned about the health consequences for students and staff at Austin High. I am very worried about the environmental effects on our water and Bartron Springs. We need transparency. |
| **4/23/2026** | Melissa Beckham Gass | The Mopac expansion product is not good for Austin. It is environmentally dangerous, poor for the health of students at Austin high, and the environmental study is incorrect. We do not want more toll lanes on Mopac. This should be voted on by the constituents in Austin. Please do not build more lanes or at least address our health and environmental concerns. |
| **5/3/2026** | Melissa Booth | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Melissa Booth |

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| **5/3/2026** | Melissa Burke | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Melissa Burke |

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| **5/3/2026** | Melissa Butcher | Dear CTRMA Board Members, I am writing to oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Melissa Butcher |

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| **5/3/2026** | Melissa Chavez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Melissa Chavez |

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| **5/2/2026** | Melissa Diller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Melissa Duncan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Melissa Fandos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. Please, please do not expand MoPac in any way! We do not need expansion. It displaces people and threatens our water source, which is already in severe conditions. The expansion prioritizes cars and the oil industry over everything else. And for what?<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>A permanent end to expansion. We need stop!!<br>Thank you for your time and consideration. |

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| **4/24/2026** | Melissa Friesen | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Melissa Friesen |

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| **5/3/2026** | Melissa Grogan | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Melissa Grogan |

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| **4/4/2026** | Melissa Hagen | Dear CTRMA Board Members,<br><br>I am writing to submit my formal opposition to the proposed MoPac South expansion (Alternative 2C) and to urge the Central Texas Regional Mobility Authority and TxDOT to halt this project, conduct a full Environmental Impact Statement, and pursue genuinely sustainable transportation alternatives.<br><br>This project demands an EIS, not an EA.<br><br>The 8.77-mile corridor sits directly atop the Edwards Aquifer Recharge Zone — the geological heart of Central Texas water security, and the source that feeds Barton Springs Pool. Barton Springs is a civic and ecological jewel: a living, cold-water oasis that has drawn people to swim, gather, and connect with the natural world for generations, and that sustains rare species found nowhere else on Earth. A project of this scale and cost ($825 million) is precisely what a full Environmental Impact Statement was designed for. The City of Austin's Urban Transportation Commission, City Council members, and numerous community organizations have already called for an EIS. CTRMA's insistence that an EA is sufficient — over these objections — undermines the integrity of this entire review.<br><br>The aquifer and its species cannot be mitigated away.<br><br>The EA itself identifies endangered species potentially affected by this project, including the Austin blind salamander, the Barton Springs salamander, the bee cave harvestman, and the tooth-cave spider. These animals exist nowhere else on Earth. Years of heavy construction — grading, bridge widening, stormwater disruption — directly threaten the recharge zone above which all of this would occur. The EA's mitigation measures do not adequately address the cumulative, long-term risk of increased pollution runoff from widened impervious surfaces over this aquifer.<br><br>Expanding highways does not solve congestion.<br><br>Decades of transportation research confirm that added highway capacity generates new vehicle trips, recreating the congestion it was meant to relieve. Genuine alternatives — enhanced transit, protected cycling infrastructure, and demand management — have not received adequate study alongside this proposal. This community deserves a transportation plan built on that evidence. |

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| | | Barton Springs, the Greenbelt, and the Edwards Aquifer are not sacrificial offerings to traffic throughput. They are the living heart of this city. I strongly oppose Alternative 2C and request that my comment be entered into the official record<br><br>Respectfully,<br><br>Melissa Hagen |

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| **4/21/2026** | Melissa Hochadel | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Melissa Hochadel |

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| **4/21/2026** | Melissa Hochandel | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Melissa Hochadel |

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| **4/17/2026** | Melissa Hsieh | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Melissa Hsieh |
| **5/3/2026** | Melissa Huber | I'm a NO on expansion! We must preserve what is most valuable to Austin. |

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| **5/3/2026** | Melissa Klein | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Melissa Klein |

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| **5/3/2026** | Melissa Knight | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Melissa Knight |

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| **5/1/2026** | Melissa Mason | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Melissa Miller | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/28/2026** | Melissa Neslund | I firmly support moving the project forward based on the findings of the EA and the sheer need. I navigate Mopac daily to get to work and get my son to and from Austin High activities. We also live near the Y at Oak Hill and have been living through the long overdue road improvements at that interchange. Much like this current opposition, people fought for years against the improvements at the Y. Meanwhile people are still driving and for years, have been unnecessarily idling for extending periods of time, harming our environment. Delaying this project won't make the need go away and will only cost taxpayers more money, add to pollution while we sit on Mopac and delay a long overdue project. No more delays. Please proceed! |

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| **4/24/2026** | Melissa Rheinlander | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Melissa Rheinlander |

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| **5/3/2026** | Melissa Roetker | I do not want any lanes added to Mopac. I am against all expansion or construction over the greenbelt and Barton Creek. I commute to work downtown from southwest Austin every day and the traffic does not bother me. Road expansion is not worth any potential adverse effects on the environment particularly the aquifers of Barton creek and the endangered salamanders. Please do not move forward with construction. It will not improve quality of life and will destroy the beauty of our city! |
| **5/2/2026** | Melissa smith | I am against the highway expansion and toll roads that will close the Mopac walking bridge and effect Barton Springs. |
| **5/1/2026** | Melissa Swanepoel | I am writing to implore that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Please don’t carelessly hand over the future of such a treasured community space and natural eco-treasure. Once it’s gone we will never be able to get it back. |

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| **4/30/2026** | Melissa Webb | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/1/2026** | Mellie Zadeh | I am writing to express my strong opposition to the current MoPac South expansion proposal. Adding 6–8 additional lanes across 8.8 miles of the Edwards Aquifer Recharge Zone represents a fundamental risk to the region’s long-term environmental health and community character. I am particularly concerned about the following issues: Environmental Integrity: The project area covers critical recharge zones for our primary water source. Increasing impervious cover with new toll and auxiliary lanes will inevitably lead to higher levels of polluted runoff, threatening both water quality and the fragile ecosystems of the Barton Creek Greenbelt. Air Quality and Pollution: Expanding highway capacity often leads to "induced demand," ultimately increasing the total volume of traffic and associated tailpipe emissions. This directly contradicts local goals for air quality improvement and climate resilience. Habitat and Community Disruption: The proposed 5–7 years of construction will cause significant noise and dust pollution, disrupting both native wildlife habitats and the peaceful character of established neighborhoods adjacent to the corridor. Lack of Transparency: Given the scale of this project and its location over a sensitive aquifer, the "Finding of No Significant Impact" (FONSI) is insufficient. A project of this magnitude demands a full, transparent Environmental Impact Statement (EIS) to properly evaluate less harmful alternatives and long-term consequences. I urge the CTRMA to pause the current plan and prioritize a comprehensive EIS that considers the preservation of Austin’s water, wildlife, and community health over further highway expansion. Sincerely, Mellie Zadeh, PhD |

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| **4/20/2026** | Melody Gilliam | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Melody McClary | Access to Barton Springs is the only thing that keeps me in Austin. Spend the money for this project on reliable public transit, or any other solutions. I do not want more construction that goes on forever or more toll roads. |
| **4/27/2026** | Melvin Sureshbabu | Im strongly in favor of the no build option! Expanding road capacity only leads to an increase in vehicle miles driven. Traffic during construction would only be worse and by the time the new lanes open Austin would have grown and there would be more transportation demand anyway which means we probably wouldn't see any benefit for long. I think we should invest in better alternatives like rail with dedicated right of way and pedestrian bike infrastructure which would help more cars off the road thus decreasing travel times while providing alternatives to people who want to live in Austin without a car! |

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| **5/1/2026** | Melvin Sureshbabu | Hi,<br><br>I am a longtime Austin resident and I'm writing to express my thoughts on the mopac south expansion!<br><br>After a couple of decades of widening highways - especially in our own state - there's a lot of conclusive evidence that widening highways does almost nothing to alleviate traffic in the long run.<br><br>1. During the expansion construction traffic is significantly worse and widening usually takes several years<br><br>2. After widening traffic usually goes down temporarily and then comes right back due to induced demand. When a highway becomes the fastest option from widening -> more people take the highway -> right back to where we started.<br><br>Here's a really great video explaining the concept:<br><br>https://youtu.be/CHZwOAIect4?si=DTGlcS84WiYXWS3j<br><br>3. Our city and our region are growing so rapidly that we need more effective alternatives that don't involve giving up all our land to cars!<br><br>Some great alternative to expanding the highway would be great regional rail and bike lanes. Both of these alternatives are FAR more effective at moving the most people, the most efficiently, with the least amount of negative externalities.<br><br>I hope we will consider a more long term solution that will actually meet the needs of our growing region and not fall into the same ineffective traps that we've done for decades. |

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| | | Happy to talk about this more or give more comment.<br><br>Thanks,<br><br>Melvin |

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| **5/3/2026** | Mely Velez | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. We've done more than enough damage to ruin our ecosystem. Let's not contribute to moreharm. Sincerely, Melissa Velez |
| **5/3/2026** | Mercie Mares | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Mercie Mares |

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| **4/22/2026** | Mercy Mallett | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. These waters mean everything to us Austinites and everyone visiting. This direct threat to the Edwards Aquifer Recharge Zone and the clean water of Barton Springs will change Austin as we know it. Our waters are already diminishing and our environment is suffering as a direct cause.<br><br>Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Mercy Mallett |

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| **4/22/2026** | Mercy Mallett | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. These waters mean everything to us Austinites and everyone visiting. This direct threat to the Edwards Aquifer Recharge Zone and the clean water of Barton Springs will change Austin as we know it. Our waters are already diminishing and our environment is suffering as a direct cause.<br><br>Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>* Tree removal and vegetation loss eliminate natural filtration.<br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>* Karst features and caves supporting unique ecosystems will be destroyed.<br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Mercy Mallett |
| **4/27/2026** | Meredith Archer | Please conduct a full environmental impact study. I love Barton Springs and do not want to lose more nature to concrete toll roads. We have enough roads and not enough nature!! |

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| **5/3/2026** | Meredith Badali | Access to Barton Springs Pool is not a luxury for Austin residents—it is a vital part of daily life and community well-being. As one of the city's most cherished natural spaces, Barton Springs offers a place for people to gather, cool off, and connect with nature in an increasingly urban environment. Protecting and improving access to this spring-fed resource ensures that current and future residents can continue to enjoy the outdoors and benefit from a shared public space that defines Austin's identity. Any efforts to support its sustainability, accessibility, and preservation should be treated as a priority for the health, culture, and livability of our city. |
| **5/3/2026** | Meredith Brashear | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under |

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| | | federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Meredith Brashear |

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| **5/3/2026** | Meredith Dreiss | To the Board of Central Texas Regional Mobility Authority regarding the proposed South Mopac Expansion,<br><br>As long-time Austin residents with special appreciation for the protected Barton Creek Wilderness and the public access to Barton Springs, Lady Bird Lake, the Butler Hike and Bike Trail and our beloved Zilker Park, we are insisting on a full Environmental Impact Statement (EIS) as should have been required by law given the number of affected local residents and the potential environmental damage. Only the in-depth EIS will gather adequate accurate data to assess the real environmental and human impact of the proposed South Mopac expansion. While Environmental Assessments (EA) can be useful in small projects with limited impact, given the location and complexity of the project, the proposed EA would be wholly inadequate to predict that the plan "would not result in significant impacts on the human or natural environment," as CTRMA's draft assessment suggests.<br><br>There is simply no reason to accept as fact an incomplete environmental assessment when the crown jewels of our city and Central Texas are at risk. Has the public been fully informed of potential impacts? Have all forums and comments by concerned citizens been made public by CTRMA? Has the public been informed of the real predicted benefits, or lack thereof, of the South Mopac expansion, which will surely have a negative impact on our quality of life during a long construction period and long after? Does the benefit of more lanes on Mopac, which studies predict will not solve the traffic problem, outweigh the permanent negative impact on the damaged landscape? Can the public access that study?<br><br>We believe that CTRMA's offer of an EA, which may not provide real, in-depth data regarding environmental impacts, is incomplete. CTRMA must demand a study that does not gloss over potential significant impacts. Public input must be included in the planning of all projects that can negatively impact our natural landscape, our quality of life and Austin's reputation for protecting beautiful parkland that is accessible to all. Austin residents' early campaign to protect these jewels made Austin the city that it is--and recognized as a city that once chose quality of life and nature over unbridled development. Please respect that history.<br><br>Thank you for your consideration,<br><br>Meredith L Dreiss & David O. Brown<br><br>ArcheoProductions Inc. |

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| **4/27/2026** | Meredith Edsel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Meredith Haas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. For over 20 years not one day has passed in the state of Texas when a person has not died on a state highway, according to TXDot and their #Endthestreaktx movement. I know you think, what does this have to do with the expansion? Well, if we look at the impact of Texas highways and roads, we see that they always lead to death. That's an irrefutable fact, due to the statistic provided by TXDot. So I ask, what is the point in focusing on highways? I get that I have little knowledge on this project, but I do know that the construction is never ending. The noise never goes away. Allowing for more traffic to flow allows for more chaos, and most likely the deterioration of the environment around it. I come to Austin for the nature. I love the capitol, food, margs, and people, but the trails are amazing and peaceful. This city needs to be more walkable, not less. This city needs to keep its soul, not have it sucked away because of a money grab that is disguised as a way to "help the people." I think people are over it, but maybe I am projecting. I am over it. I am over the political talk which makes us think we are being taken care of. Actually take care of the people in Austin and focus on what will really enhance the lives of those living in and around the city. If you can't keep people safe on Texas highways, at least give the people the decency of conducting a study which would prove the environment around the project will not be harmed. Please Require a Full Environmental Impact Statement at the very least. For the love of water in Central Texas, Meredith Haas |

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| **5/3/2026** | Meredith Haas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. For over 20 years not one day has passed in the state of Texas when a person has not died on a state highway, according to TXDot and their #Endthestreaktx movement. I know you think, what does this have to do with the expansion? Well, if we look at the impact of Texas highways and roads, we see that they always lead to death. That's an irrefutable fact, due to the statistic provided by TXDot. So I ask, what is the point in focusing on highways? I get that I have little knowledge on this project, but I do know that the construction is never ending. The noise never goes away. Allowing for more traffic to flow allows for more chaos, and most likely the deterioration of the environment around it. I come to Austin for the nature. I love the capitol, food, margs, and people, but the trails are amazing and peaceful. This city needs to be more walkable, not less. This city needs to keep its soul, not have it sucked away because of a money grab that is disguised as a way to "help the people." I think people are over it, but maybe I am projecting. I am over it. I am over the political talk which makes us think we are being taken care of. Actually take care of the people in Austin and focus on what will really enhance the lives of those living in and around the city. If you can't keep people safe on Texas highways, at least give the people the decency of conducting a study which would prove the environment around the project will not be harmed. Please Require a Full Environmental Impact Statement at the very least. For the love of water in Central Texas, Meredith Haas |

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| **5/3/2026** | Meredith Haas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Meredith Haas |

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| **4/21/2026** | Meredith Marmande | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Meredith Marmande | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Meredith Robinson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Meredith Robinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Meredith Shaw | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, and does not fully explain how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>As a lifelong Austinite, I must stand up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Meredith Shaw |

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| **5/3/2026** | Meredith Swedlund | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Meredith Waters | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Meredith Waters |

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| **3/12/2026** | Meredith Williams | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Meredith Williams |

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| **4/21/2026** | Meredith Williams | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Meredith Williams | WE DO NOT WANT THIS IN OUR CITY. It feels destructive, greedy, unnecessary, and cruel. I request a full environmental impact survey and AM 100% AGAINST THE MOPAC SOUTH EXPANSION. |

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| **5/3/2026** | Meredith Williams | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Meredith Williams |
| **5/3/2026** | Meredith Williams | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Meredith Williams |

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| **3/12/2026** | Meredith Williams | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Meredith Williams |

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| **4/21/2026** | Meredyth Mason | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Meredyth Mason |

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| **4/21/2026** | Meredyth Mason | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Meredyth Mason |

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| **5/3/2026** | Merideth Weddle | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Merideth Weddle |
| **5/3/2026** | MeriJayd O'Connor | Dear CTRMA Board Members, I strongly oppose expanding Mopac. This will tear into the heart of what makes Austin unique, a special place to live, and attractive to tourists. Expanding Mopac is short sighted and damaging to wildlife, the beloved Barton Springs and our quality of life. We need better public transportation not more lanes!! Dothe environmental study and consider the options detailed below. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, MeriJayd O'Connor |

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| **4/27/2026** | Merissa Lesnick | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Merrell Shearer | Dear CTRMA Board Members,<br><br>As a life-long resident of Austin, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. It's what makes Austin a unique place to live. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Merrell Shearer |

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| **5/3/2026** | Merryn Spence | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Merryn Spence |

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| **4/25/2026** | Mia Hodges | Dear CTRMA Board Members,<br><br>Dear CTRMA,<br><br>I strongly oppose the proposed MoPac expansion, and ask that you abandon it. It is an irresponsible decision that is clearly made with no consideration for the ecosystem, public health, and what Austinites actually want. Nobody I have talked to has expressed support for this project, only exasperation and annoyance that there's going to be more construction, and ANOTHER lane added to a highway that does not need it. We are sick and tired.<br><br>It is obvious that there is a financial incentive to build this highway inefficiently in order to force people into the toll lanes and turn a larger profit for your company. The toll prices during peak hours today are anywhere from $9-$12. This clearly creates an unfair situation, with only certain people being able to afford the ridiculous tolls, and everyone else forced to sit through bumper-to-bumper traffic. There are much more efficient ways to reduce traffic than to add additional lanes, toll or regular. In fact, it has been proven that adding lanes only worsens congestion instead of relieving it. It is clear to anyone who has done an ounce of real research that CTRMA only cares about profit, not the people. A 14 lane highway is the absolute worst thing you could do.<br><br>There is a huge environmental concern with this expansion going through the St. Edward's recharge area, bringing even more pollution and habitat loss to an already sensitive area. Studies show that highway construction will add heavy metals and harmful chemicals, including significant levels of phthalates, microplastics, cadmium, and lead- all of which have extreme health effects on humans and wildlife. Nitrous oxides cause algae blooms which deplete water of oxygen, resulting in lower biodiversity across the whole food chain. Fish, turtles, herons, bobcats, insects, bats- all life is affected by these decisions. Not to mention the two endangered salamander species that exist only in the Barton Springs area. A fully functioning ecosystem is essential for humans as well- the ecosystem services provided by plants and animals are invaluable and include things like cleaning the air and water, keeping pest populations under control, preventing erosion, |

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| | | and pollinating plants. Allowing these services to go on saves us billions of dollars nation-wide every year, and affects us more closely than you would like to admit. This is a fragile and delicately balanced ecosystem that is already suffering due to the extreme urbanization of the area. We demand a full Environmental Impact Statement that prioritizes a comprehensive assessment of all pollutants and environmental hazards that will be created in the process of this project.<br><br>As for public health, the dust and particles from construction that get into the air, soil, and water, will only add to the thousands of sicknesses and deaths that occur every year due to pollution. These, along with the aforementioned heavy metals and chemicals in the water, cause asthma, cancer, brain damage, and reproductive issues. The excess of pollution in our city will affect Austinites for generations to come. Imagine Barton Springs so polluted with sediments and chemicals that nobody can swim in it anymore. Think of the many AISD schools, notably Austin High School, are right in the area of construction, where young lungs will experience all of these health effects tenfold. Not to mention the increased traffic due to the long construction process will make it even more unsafe for young drivers and walkers trying to get to school on time. Noise from construction also makes it difficult for students and teachers alike to focus in class, preventing top-level learning. Your children and grandchildren will have to live with the vast negative effects of this expansion.<br><br>Please, if you care about people at all, if you care about the natural world at all- do not go forward with this highway expansion. Austin is begging you.<br><br>For the love of water in Central Texas,<br><br>Mia Hodges |

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| **4/4/2026** | Mia Hodges | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Mia Hodges |

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| **4/20/2026** | Mia Hodges | Dear CTRMA,<br>I am writing to please ask that you abandon this project for good. It is an irresponsible decision that is clearly made with no consideration for the ecosystem, public health, and what Austinites actually want. Nobody I have talked to has expressed support for this project, only exasperation and annoyance that there's going to be more construction, and ANOTHER lane added to a highway that does not need it. We are sick and tired.<br>There is also a huge concern with this expansion going through the St Edward's watershed, bringing even more pollution and habitat loss to an already sensitive area. Urban wildlife is already struggling to adapt, and the last thing they need is more constriction right through their home. A fully functioning ecosystem is essential for humans as well- the ecosystem services provided by plants and animals are invaluable and include things like cleaning the air and water, keeping pest populations under control, preventing erosion, and pollinating plants. Allowing these services to go on saves us billions of dollars nation-wide every year, and affects us more closely than you would like to admit.<br>As for public health, the dust and particles from construction that get into the air, soil, and water, will only add to the thousands of sicknesses and deaths that occur every year due to pollution. The extra traffic the construction will cause, as well as the emissions of heavy machinery, are just the cherry on top.<br>Please, if you care about people at all, if you care about the natural world at all- do not go forward with this highway expansion. Austin is begging you.<br>Mia Hodges |
| **5/3/2026** | Mia Nicole Collins | Hi, my name is Mia Nicole Collins. I live in South Austin.My zip code is 78745, and I'd just like to be as clear as possibleabout how me and the entirety of my family feel towards the expansionof the Mopac Expressway. While I do understand that there's some kind of benefitto relieving traffic from that area. I also understand that the aquiferis way more important than having a whole express lane that not everyonewill have access to, mind you. Because first of all, look at the economy.Who the **** has the money to pay extra just to commute somewhere?First of all, that's ridiculous. Second of all, I don't think we should be prioritizinga highway over our water because I think that's just common sense.I would like to hope that that's common sense. But I'm also aware of how greedyand money hungry the people who are going for this project are, so that checks out.But that's not going to stop me from expressing how I feel towards this projectand the disgust I have towards it. It's ridiculous that this is even on the table.We could be putting that money towards better things. We could be putting that moneyto help our aquifer, not add another highway when we already have enough as it is.We already have enough people struggling to commute.I would rather deal with the struggle of commuting than having to one, pay extra moneyto God knows who is privatizing that Mopac Expressway.Then I would rather put my money towards the aquifer.I would rather put my money to where it needs it the most, and that's the aquiferand taking care of the environment that we have left in Austin.As we know, Texas is running out of water, so I suggest we use our money wiselyand not spend it on another highway. |

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| **4/21/2026** | Mia Smail | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Mia Wilson | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Mia Wilson |
| **4/30/2026** | Miah | We should invest in better public transportation rather than expanding the highway. Expanding highways show no long term beneficial effect. In fact, highway expansions make this worse. This will disrupt the UT Austin Rowing team, the small local businesses like Rowing Dock and Texas Rowing Center from getting business, and students at Austin High School that park under the mopac bridge for school. This end of the lake is a way to escape the city and this construction will take longer than planned (because everything always takes longer than planned) thus disrupting what makes this city so special; its natural environmental spaces. I don't support this mopac expansion. Build a train instead, please. |
| **5/3/2026** | Miah Izdel White | I believe that the expansion of Mopac Expressway would not benefit the people directly, considering the traffic congestion on newer roads such as in the Greater Metropolitan area and the congestion in historic downtown Austin. Expanding a freeway into an environmentally sensitive zone that serves the people of Austin for recreational and utility services is detrimental to the health of the city. |

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| **5/3/2026** | Mic Navarrete | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Mic Navarrete |

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| **4/30/2026** | Micaela | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **4/8/2026** | Micaela Bacon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment |

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| | | of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | For the love of water in Central Texas,<br><br>Micaela Bacon |

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| **5/3/2026** | Micah Kinne | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Dont turn Austin into a concrete jungle Respectfully, Micah Kinne |
| **5/3/2026** | micah r meyers | It is unacceptable to touch Barton springs, lady bird or zilker park. It is what defines austin, at this point very little is left to make it unique! -life long resident |
| **5/3/2026** | Micah Rynders | There's so much I could say man. We don't need more highway. We don't need more anything. We are good, y'all. This city is beautiful and thriving and growing as is. It's gonna be okay. However, if y'all do this, we are going to lose a lot of that. We will lose a lot of what makes Austin the gem it is. Do not do that. Take a moment to actually think about the impact this would have on everything and everyone. Like bro Barton Springs and the Greenbelt and Zilker Park ARE Austin. Why do you think people have moved here so much and it's so booming? Come on now y'all. Please. |

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| **5/3/2026** | Micah Yang | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. Having spent the last four years studying at UT Austin, I have come to love the organic, close knit feeling of the city. The advantages of green space, reduced traffic, and walkability/bikeability of the city are such that I have decided to start my career in transportation engineering here. I grew up in Houston, and it upsets me to see that Austin feels the need to take after my hometown's preference for serving cars over serving people and protecting the valuable elements of the city that make it so wonderful, including our aquifers and creeks. I am in favor of a full EIS being conducted before continuing work, and oppose the project itself from a taxpayer, nature lover, engineering, urbanist, and resident standpoint. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the |

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| | | CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Micah Yang |
| **5/1/2026** | Michael Avila | Oh no please don't expand Mopac into the Violet Crown trail entrance. Many people park at Specs and enjoy the beautiful trail. Please find a way to expand with out damaging the trail or the aquifer. |

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| **4/22/2026** | Michael Boggs | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Michael Boggs | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Michael Brichford | Really concerned about this project and it's impact on the environment and watershed. Also feel that adding more lanes won't do anything but cause more congestion. I am against this project. |

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| **5/3/2026** | Michael Bruner | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Michael Bruner |
| **3/23/2026** | Michael Buratti | I am staunchly against this expansion. We do not need to expand and privatize our highways. Expansion does not solve for congestion. Privatization does not benefit anyone except for the private company. |

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| **4/17/2026** | Michael Cannatti | Central Texas Regional Mobility Authority April 17, 2026 Attn: Project Manager, MoPac South Project 3300 N. IH-35, Suite 300 Austin, Texas 78705 RE: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments To the CTRMA Board and Project Leadership, As stakeholders dedicated to preserving and enhancing one of Austin's most iconic urban greenspaces, Zilker 351, an Austin-based 501(c)(3) nonprofit, submits this letter to request specific environmental mitigations and design commitments that will address the expected significant impacts from the MoPac South Project. Recognizing CTRMA's projected timeline of up to six years, and knowing how disruptive road construction can be to the public, we offer the following adjustments to address the expected significant impacts. We acknowledge and appreciate that CTRMA has already committed to mitigations for the project which may overlap with these requests, but as the project moves toward Section 8.0 Post-Environmental Clearance Activities, we urge CTRMA to integrate the following commitments into the final design and construction contracts to ensure improved traffic safety on roads surrounding and accessing the park, and to maintain the ecological and recreational integrity of Zilker Park. I. Traffic Safety & Active Transportation - Given CTRMA's successes in redefining regional connectivity by integrating a world-class trail system into our transportation infrastructure, the funding and construction of a grade-separated active transportation crossing at MoPac and Barton Springs Road will improve safety for all transportation and park users at this intersection. This bridge project will provide a high-visibility opportunity for CTRMA to extend its important trail work in the region, and address critical traffic safety and public health concerns with the MoPac South project. -- Grade-Separated Crossing: Fund and construct an elevated bridge crossing over Barton Springs Road on the East side of MoPac thus providing a safe, grade-separated crossing located at a dangerous pinch point along Barton Springs Road. II. Tree Canopy & Light Pollution Protections - Zilker Park's tree canopy is irreplaceable and deserves to be protected or replaced in recognition and support for our commitment to the environment. -- Comprehensive Tree Replacement Funding: Mitigation for all trees lost to highway expansion, noise barriers, or shared use path construction by replacing native species in Zilker Park at a 3:1 ratio for trees 4"–19" in diameter and a 4:1 ratio for those at least 19" in diameter. TreeFolks arborists recommend this standard. -- Dark Skies Compliant Design: Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. III. Parkland Protection - Restore and mitigate encroachment of the MoPac South highway project. Encroachment Mitigation: Adjust alignments and construction methods to avoid or minimize parkland encroachment. Ensure that materials and trucks stay under the highway when near Zilker Park. Where encroachment is unavoidable, fully fund mitigation measures with best practice solutions, such as providing funding to facilitate land restoration, conservation, and ongoing stewardship measures. Direct the Environmental Compliance Manager to produce an annual compliance check-in for three years after the project is complete to ensure SW3P and Edwards Aquifer Rules are met. IV. Noise Abatement and Sound Mitigation - To mitigate environmental impacts from adding express lanes and lateral expansion of the highway. -- Noise Workshop: Conduct a Community Noise Workshop to identify feasible noise abatement and sound mitigation measures for the portion of the South MoPac project in Zilker Park, and build public support and understanding of the project. -- Advanced Pavement Technology: Use the most advanced pavement technologies and materials to improve safety and provide environmental protection by reducing road spray and noise at the source, and protecting water quality. -- Noise Barriers: Install high-performance concrete or transparent noise walls along the northbound and southbound sides of the project within Zilker Park boundaries, incorporating best practice path intervention designs, (e.g., landscape barriers or advanced absorption and diffraction barrier designs to trap and dissipate sound energy). V. Construction-Related Displacement & Public Health and Safety Mitigation - Recognizing CTRMA's record of coordinating with city staff to ensure safe access for all park users, we request these additional steps be taken to address public health and safety concerns. -- Infrastructure Improvement Reimbursement: Fund vehicle and pedestrian infrastructure improvements, e.g., sidewalks, bike paths, vehicle routing/parking areas, and new access points, to mitigate construction-related displacements of park usage and access to businesses operating within the park pursuant to a construction-phase local access study. -- Park Stakeholder Consultation: Consult with park non-profit entities, vendors, and concessionaires whose work and livelihoods are threatened by construction-phase activity, including Rowing Dock, Austin Nature and Science Center, Zilker Botanical |

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| | | Garden, The Trail Conservancy, and Waterloo Disc Golf Club. -- Ecological Restoration: Restore parkland areas or roadways damaged or degraded by infrastructure improvements, such as environmental restoration/improvement of the relocated parking areas which temporarily replace existing parking areas for visitors to Zilker Park. VI. Non-Required Mitigation Requests - Beyond the required environmental commitments, we propose the following context-sensitive mitigations to further the CTRMA's mission of environmental stewardship. -- Aquifer Conservation Funding: Offset the increased impervious cover, tree loss, degraded water and air quality, and aesthetic and visual impacts of the MoPac South project by providing mitigation payments of $35 million to the City of Austin. These funds would be earmarked for the purchase of permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones. Zilker 351 appreciates CTRMA's consideration of these mitigation improvements which residents and the public at large will recognize and appreciate, too. While we reserve the right to provide additional feedback on the environmental and water quality protections to be implemented in the project, we look forward to seeing these mitigation and funding commitments in the Section 8.0 documentation and final project schematic. Members of the Zilker 351 board are available to meet with your team to answer questions and provide clarifications. Sincerely, Michael Cannatti, Chair Zilker 351 |
| **4/12/2026** | Michael Charlesworth | I strongly support the "Do nothing" option. If, however, the express lane option is the one that gets chosen, we need a very high wall to be built between the new slip road proposed to run from 6th street to the Mopac southbound feeder lane, alongside Atlanta Street. The noise level from Mopac in this corner of the city is already excessive, and we need to be protected from it getting worse. |

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| **4/21/2026** | Michael Cofone | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/1/2026** | Michael Costello | This project will not meet the needs of a growing population and will likely just increase traffic bottlenecking. It will also have EXTREMELY adverse effects to Austin environmentally and will destroy our beloved violet crown cycling trail as it travels through that area. No on South mopac toll lanes. |

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| **4/26/2026** | Michael De La Cruz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Michael DuVall | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Michael DuVall |
| **5/3/2026** | Michael Hurewitz | Four endangered species are in the path of the MoPac South expansion—and they can’t speak for themselves. 🛑 The Barton Springs Salamander, Austin Blind Salamander, Bee Creek Cave Harvestman, and Tooth Cave Spider rely on clean groundwater and intact cave systems to survive. When those systems are damaged, the loss is permanent ⚠️ This level of risk demands a full Environmental Impact Statement. The Center for Biological Diversity @centerforbiodiv has long emphasized that when endangered species are at stake, anything less than a full review is unacceptable. 📜 Protect the species. Protect the water. |

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| **4/25/2026** | Michael Irielle | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Michael James | I do not support the proposed Mopac expansion. It doesn't make sense to plan for more cars on the road when there will be less and less over the next decade. Self-driving vehicles, combined with a younger generation who cares less about car ownership, is the recipe for less cars needed over the next 10-20 years, not more. |
| **4/26/2026** | Michael Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Michael Jorgensen | Dear TxDOT Austin District and Central Texas Regional Mobility Authority,<br><br>The MoPac South Draft EA treats congestion as a simple capacity problem solved by express lanes. This premise misses the mark. The corridor's real issues are merge and weaving bottlenecks plus the fact that added capacity generates more traffic, erasing benefits over time.<br><br>MoPac North Shows Exactly What Happens<br><br>The $2.1 billion express lanes north of Cesar Chavez opened in 2016 promising reliable travel. Initial improvements faded as more people drove the corridor, returning congestion to pre-project levels despite toll pricing. MoPac South risks repeating this failed pattern on the same flawed geometry.<br><br>Merge Geometry Creates Most of the Pain<br><br>US 290, William Cannon, and Loop 360 interchanges cause 2-3 times normal delays through excessive ramps, poor spacing, and frontage road conflicts. Adding express lanes on top doesn't fix these fundamental design flaws – it just moves more cars through the same choke points.<br><br>Agency Presentation Shows They Know This<br><br>The March 2026 public hearing presentation admits merge/weaving matters, describing wishbone ramps at Barton Skyway as reducing merging and listing auxiliary lanes, bypass lanes, ramp reversals, and a U-turn bridge as key improvements. This suggests the team understands corridor design complexity beyond just adding lanes.<br><br>Prior Comments Keep Getting Deflected<br><br>The Summary of Public Input shows repeated ramp and access concerns : |

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| | | "Davis Lane ramps" → "Insufficient weaving distance"<br><br>"5th Street/Lake Austin intersection" → "Travis County issue"<br><br>"Bee Cave Road direct ramps" → "Proximity constraint"<br><br>These responses consistently point to jurisdiction, scope, or technical limits rather than exploring whether ramp consolidation, collector-distributor roads, or frontage adjustments could solve the same problems with less environmental impact. Thus avoiding answering rhe real underlykng question which is can these network changes make as big ir a bigger impact than adding lanes? I am asking that direct question here, can network design changes offer improved performance of the stated goals of reliability and capacity imrpovement for the mopac south corridor, given a real analysis effort and not a cursory check?<br><br>TSM/TDM gets dismissed without similar network-level analysis to evaluate real potential impacts with throuough implementation of network redesign.<br><br>Core Problem with the Premise<br><br>The project assumes more throughput fixes unreliable travel times and congestion. But if merge geometry causes most delays and capacity generates more driving, we're treating symptoms while ignoring root causes. The EA alternatives focus on lane additions when network redesign might deliver more lasting relief.<br><br>What Should Be Clarified<br><br>I'd like to see analysis addressing: |

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| | | How MoPac South avoids North's VMT rebound failure<br><br>Why merge-focused redesigns weren't seriously evaluated<br><br>Thank you.<br>Sincerely,<br>Michael Jorgensen<br>South Austin 78748 |
| **5/3/2026** | Michael Laughlin | I am strongly opposed to expanding Mopac any more in any way. We should be spending our money making transportation easier, more efficient, and more accessible with more public transit options and better pedestrian, cycling, and alternative transportation investment. Adding more pavement will not only fail to improve traffic conditions, as we've seen time and time again here and in other major cities, but adding yet more toll lanes just adds another means of class division and inequity to transportation in our city. On top of that, it means another decade of construction, even worse traffic, real loss of beloved green space, and almost certain impact on sensitive environmental areas in and around Lady Bird Lake and Barton Creek/Springs. We should spend our money making Austin a better, more accessible place. We should not spend it adding to the parking lot that freeways are during the day, the waste of space they are the rest of the time, and the environmental tax they place on our air quality, heat island effect, and other negative externalities they encourage. |

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| **4/22/2026** | Michael Leberknight | Dear CTRMA Board Members,<br><br>Please heed the countless concerns around irresponsible expansion of Mopac. It is imperative that a full EIS is submitted and broader impacts be considered and shared with the public. Austin's identity- what makes it so special- would be distorted.<br><br>Feel into your conscience. Hold your heart. Come to austin and swim in the springs yourself.<br><br>Consider what is actually best for the people. People don't need convenience as much as time to decompress in nature and beauty. The proposed benefits from this expansion pale in comparison to detrimental impacts. Deep down, you know this.<br><br>You can do good. I believe in you, and I believe in humanity.<br><br>Sincerely,<br><br>Michael Leberknight |

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| **4/22/2026** | Michael Leberknight | Dear CTRMA Board Members,<br><br>Please heed the countless concerns around irresponsible expansion of Mopac. It is imperative that a full EIS is submitted and broader impacts be considered and shared with the public. Austin's identity- what makes it so special- would be distorted.<br><br>Feel into your conscience. Hold your heart. Come to austin and swim in the springs yourself.<br><br>Consider what is actually best for the people. People don't need convenience as much as time to decompress in nature and beauty. The proposed benefits from this expansion pale in comparison to detrimental impacts. Deep down, you know this.<br><br>You can do good. I believe in you, and I believe in humanity.<br><br>Sincerely,<br><br>Michael Leberknight |
| **5/3/2026** | Michael Lieberknight | Hello. My name is Michael Lieberknight. I'm just leaving a message expressing love forthe Springs and for the trails and for the kids of Austin High. And I've lived in Austinfor a long time and these Springs have really saved my life. They're the soul of Austin.So, I think it's imperative with what's happening right now, the decisions being made that there'sa full environmental impact statement, it's imperative.I invite you all to experience and enjoy the springs yourself if you haven't already, they'rebeautiful, just the beautiful water. I have to commute through the area thatthe expansion would be happening and too much construction over the course ofyears will have a detrimental impact in so many different ways. There will be allof casualties. There's so many ways in which this is not what needs to happen.So I hope that you can look into yourselves and contemplate what'sactually needed at this time. So again, a full environmental impact statement |

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| | | isneeded during this time. Thank you so much for doing the right thing, foreverything that you all do, praying for you all,praying for us all, and for the waters.Okay, much love to you. |
| **5/3/2026** | Michael Martinez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion. I have lived in this city my whole life. I was born here. I have been driving on mopac from south to north and back since I was a kid being dropped off at Gullett. The problem with mopac isn't that it is lacks lanes. The problem is that the road layout for this city was poorly planned long ago, and that won't change with a few more lanes. As it stands, mopac is still a pleasant drive when traffic is low. Its a nice highway in an overcrowded city. A slightly bigger, not as nice highway won't change that this city is overcrowded. Don't I-35 my MOPac. I urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public |

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| | | opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Michael Martinez |
| **5/3/2026** | Michael McChesney | I oppose the MoPac South Expansion. A full environmental impact statement must be completed before any such project is considered. Barton Springs is the city's treasure and must be protected. |

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| **5/3/2026** | Michael Mcdaniel | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Michael Mcdaniel |

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| **4/30/2026** | Michael McMillen | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **5/3/2026** | Michael McNoldy | Dear CTRMA Board Members, JUST ONE MORE LANE BRO! Jesus, when are traffic engineers going to learn from 60 plus years of highway expansion projects only resulting in MORE GRIDLOCK and environmental degradation? I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a |

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| | | place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Michael McNoldy |

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| **4/23/2026** | Michael Pearce | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Michael Pellegrini | I oppose expanding MoPac South. It would be an investment in our own demise. It's amazing that we still have to educate people in this day and age that motor vehicles are a horrible transit solution but here we are.<br><br>As we've known for 50 years, highway expansion across the Edwards aquifer will increase the contamination of Barton Creek and Barton Springs.<br><br>Cars also cause noise and air pollution.<br><br>Cars kill as many people as guns, more than forty thousand Americans every year. Imagine if 40 thousand Americans died in plane crashes every year. In my mind it's criminal to invest more into this deadly mode of transit. Officials who approve these road projects are responsible for some of those deaths.Cars also kill untold amounts of wildlife and the roads prevent safe migration of numerous species.<br><br>Roads cause heavy storm water runoff, a serious and expensive problem in "flash flood alley".<br><br>Road building and the sprawl that roads create are a financial Ponzi scheme. Public funds for the initial building go into the pockets of the developers but no funds are allocated for the maintenance of auto infrastructure decades later. See the recent articles about Austin currently needing to find $90 million to maintain its older bridges. The sprawl induced lack of tax base inevitably leads to decay of urban/suburban neighborhoods and further sprawl. We've seen this pattern play out since the 1970's.<br><br>I support regional rail and a world class bicycle/pedestrian network. This will enable common sense, incremental development of existing neighborhoods with the density required to fund long term maintenance of infrastructure through taxes. It will help preserve our natural spaces. It will slow our steady trend towards global warming.<br><br>--<br><br>Michael Pellegrini MD |

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| **5/3/2026** | Michael Rigby | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Michael Rigby |
| **4/20/2026** | Michael Rogers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Michael Schwartz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Michael Scott | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Michel Scott |

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| **4/25/2026** | Michael Siddons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Michael Sieben | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/6/2026** | Michael Smith | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/6/2026** | Michael Smith | Dear CTRMA Board Members,<br><br>Please halt the proposed MoPac South expansion. The widening of MoPac will do very little to aleviate traffic as more cars will simply flood onto it until it hits capacity again. The project costs an irresponsible amount. The ecological danger to the aquifer and barton springs should be enough to stop the project completely. Please invest in cheap and reliable busses and trains that get people from the suburbs to work without having to drive on MoPac. This is the only way to actually decrease traffic. If the south MoPac expansion goes through, I will use my person time to seek an end to your political careers.<br><br>Thank you<br><br>Michael Smith |

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| **4/29/2026** | Michael Tsapos | I oppose expanding mopac south. I am in support of regional rail and bike/pedestrian networks. I want a full EIS and not an abbreviated EA for this project due to the sensitive environmental conditions. Areas with no aquifer protection should be mitigated. As an old west Austin resident, I often use mopac as a way of getting north/ south. We should not be subsidizing urban sprawl anymore, we are not setting our city and state up for the future. Are you serious about reducing traffic deaths? Invest in regional rail like every other developed nation in the world. Prove the US and Texas can be a leader in transitioning to rail.<br><br>Michael Tsapos<br><br>c 817.694.5539 |
| **5/3/2026** | Michael Valdez | Hi, my name is Michael Valdez and I don't know where to begin but I can easily say thatI am entirely against the MOPAC expansion project.I don't need our endangered species in the area to be further endangered especially fromblind salamanders, to our yellow-cheeked warblers, without the access to thegreen pout and the beauty of the aquifer, along with garden springs. I don'tknow how many of us, including myself, would cope as things continue toand unfold, we need a place that's sacred and loved to be protected not just for usbut for the many beautiful animals that depend on it for survival. |

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| **4/23/2026** | Michael Valenzuela | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Michael Wynne Jr | As a Circle C resident, I cannot stress enough how important the completion of this project is for the neighborhood. I have also been a long time Circle C Bike Club officer and this is something members have been asking about for years. |
| **5/3/2026** | Michaela Hart | I am deeply concerned about the proposed expansion of Mopac South and its detrimental impact on our community. Here in Central Texas, protecting our water sources should be one of our biggest priorities. The proposed construction cuts through one of the most sensitive Recharge Zones for Edwards Aquifer. It is incredibly foolish and ill advised to have highway construction intersect with our underground aquifer system because it could obstruct and alter the natural water flows that our community depends on. To threaten the Aquifer to is threaten a future for our children, not to mention the five endangered species who call barton springs their home which we have a responsibility to protect. It is also absurd to me that this city has ignored its citizens who overwhelmingly opposed I-35 expansion and now wants to expand the other major highway through the city at the same time. Traffic will become even more of a nightmare than it already is, which will endanger the lives of both construction workers and commuters, all for something that no one is asking for, (and in fact that Austinites voted against less than 10 years ago), and something that only brings harm to the ecosystem we should be protecting. Mopac south already cuts right through one of the most environmentally sensitive and biologically diverse areas in the country. The construction will strip away the native vegetation that acts as a buffer between pollution and the aquifer, without which our water will be more easily and deeply contaminated. Adding these 7-8 lanes to Mopac South will cause irreversible damage to one of the most treasured parts of our city, will threaten the health of our citizens by polluting our air and waterways, and will increase the loss of our precious endangered species. Saving a few minutes on a commute is not worth this. We have future generations that we are responsible to, and we must protect our Aquifer. |

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| **5/3/2026** | Michaela Urban | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Michaela Urban |
| **5/1/2026** | michel Hewlett | No No No to expansion! Results population overload, environmental exclusion concerns, removal of greenery (trees, bushes, flowers), View of city limited (we're not living in Houston)! |

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| **4/21/2026** | Michel Scott | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Michel Scott |

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| **4/28/2026** | Michele Fonzi | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Michele Fonzi |

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| **5/3/2026** | Michele Fonzi | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Michele Fonzi |
| **5/3/2026** | Michele Mughannam | I swim at Barton Springs several times a week and am absolutely against this highway expansion. I demand a full Environmental Impact Statement and real alternatives that avoid irreversible damage to our water, wildlife, and public health. The Springs is a lifeline for so many of us, in more ways than one. What would this city be without it? |

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| **4/28/2026** | Michelle Lehman | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Michelle Lehman |

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| **4/23/2026** | Michelle McDermott | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Michelle McDermott |

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| **5/3/2026** | Michelle Barrera-Chavez | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Michelle Barrera-Chavez |

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| **4/17/2026** | Michelle Blaskovich | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Michelle Blaskovich |

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| **5/3/2026** | Michelle Broecker | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Michelle Broecker |
| **4/22/2026** | Michelle Camp | Prior to proceeding any further with this proposed project, the CTRMA must complete an Environmental Impact Study (EIS) to consider the full impact of this project on the environmentally sensitive Edwards Aquifer Recharge Zone. |

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| **4/10/2026** | Michelle Cardinal | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Michelle Cardinal |

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| **4/20/2026** | Michelle colbert | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Michelle Collins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | michelle devereux | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Michelle finazzo | Demanding a full Environmental Impact Statement, declaring a "Finding of No Significant Impact" (FONSI) I love Barton springs, it would be devastating to me and many other people to see this great spot be tarnished. |
| **5/3/2026** | Michelle Heidt | This is awful. Please stop hurting our city and our environment. I do not approve of the Mopac expansion. Save our Springs |
| **4/25/2026** | Michelle Knipps | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Michelle Lehrach | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Michelle Lehrach |

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| **4/22/2026** | Michelle Lehrach | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Michelle Lehrach |

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| **4/24/2026** | Michelle Marchesseault | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Michelle Marchesseault |
| **5/3/2026** | Michelle Palacios | Mopac Committee, our household strongly disagrees with the destruction to Barton Springs and the surrounding areas this expansion would cause along with damage to the wildlife. Please come up with a better solution that protects our natural resources and environment and makes them a priority when making those decisions. Thank you! |

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| **5/3/2026** | Michelle Soriano | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Michelle Soriano |
| **5/3/2026** | Michelle Sussman | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Michelle Sussman |
| **4/21/2026** | Michelle Valencia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/18/2026** | Michelle Vasquez | We DO NOT want the mopac expansion! It’ll hurt Barton Springs Edward’s Aquifer!! |

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| **3/19/2026** | Mick F Primmer | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. Seriously guys, this is not cool. |
| **4/30/2026** | Mickenberg, Julia L | I'm writing to encourage you to reject the proposed expansion of lanes, which will have a harmful environmental impact and will encourage more people to drive instead of using more sustainable forms of transportation.<br><br>I'd strongly encourage investing in the the alternative plan that:<br><br>Adds wide, shaded bike and pedestrian paths<br><br>Creates bike-pedestrian east-west crossings every quarter mile<br><br>Improves transit reliability<br><br>Does NOT expand the highway<br><br>Thanks for soliciting input on this issue!<br><br>Best, |

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| | | Julia Mickenberg<br><br>Austin TX<br><br><br><br>Sent from my iPhone |

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| **4/28/2026** | Miette Williams | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Miette Williams |

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| **4/26/2026** | Miguel Esparza | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Miguel Esparza |

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| **4/16/2026** | Miguel Esparza | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Miguel Esparza |
| **5/3/2026** | Mik Hodge | We absolutely cannot build toll lanes over vulnerable watershed recharge areas. There are countless better ways to raise funds for public works and countless better public works to work on. I use these green spaces almost daily. Without them, this city is not worth visiting and would be infinitely less pleasant to live in. Our natural areas are our "crown jewels" for a reason. |

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| **4/4/2026** | Mika Chiba | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>A full Environmental Impact Statement is needed before this irreversible project moves forward.<br><br>Sincerely,<br><br>Mika Chiba |

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| **5/3/2026** | Mika Hollis | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Mika Hollis |

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| **5/3/2026** | Mikaela Kuentz | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. PLEASE DONT DO THIS TO OUR CITY Mikaela Kuentz |

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| **4/28/2026** | Mikahl Doll | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Mikayla Rangel | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Mikayla Rangel |
| **4/6/2026** | Mike | This is not needed at all. Expanding mopac into an a zone which has endangered species is the last thing Austin needs. All you are doing is destroying the environment further and will be causing MORE traffic. Absolutely against this and for once, reconsider and focus on public transport, not endless lane expansions that will do nothing |

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| **4/28/2026** | Mike Cannatti | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Fund and construct an elevated bike/ped bridge over Barton Springs Road on the East side of MoPac providing a safe crossing at a dangerous intersection.<br>- Trees and expanded tree planting.<br>- Avoid parkland encroachment.<br>- Capital improvement reimbursements for affected community assets.<br>- A noise wall workshop with meaningful community input.<br>- An open space fund dedicated to long-term preservation and restoration.<br>- A permanent green fund to support ongoing environmental mitigation.<br>Thank you for your time and consideration. |

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| **4/17/2026** | Mike Cannatti/ Zilker 351 | RE: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments<br><br>Greeting Central Texas Regional Mobility Authority Board and Project Leadership,<br><br>On behalf of Zilker 351, <https://www.zilker351.org/> an Austin-based 501(c)(3) nonprofit dedicated to preserving and enhancing one of Austin's most iconic urban greenspaces, we submit the attached letter with our formal request for environmental mitigations on the MoPac South Project to specify Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments in response to the South MoPac environmental study. In keeping with the Mobility Authority's commitment to environmental stewardship that balances the need for infrastructure improvements with preservation of the natural resources, we request the mitigation adjustments to address the expected significant impacts from CTRMA's projected timeline of up to six years for completing the MoPac South project.<br><br>Zilker 351 appreciates CTRMA's consideration of these mitigation improvements which residents and the public at large will recognize and appreciate, too. While we reserve the right to provide additional feedback on the project, we look forward to seeing these mitigation and funding commitments in the Section 8.0 documentation and final project schematic. Members of the Zilker 351 board are available to meet with your team to answer questions and provide clarifications<br><br>For the Love of Zilker, |

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| | | Michael Cannatti<br><br>Zilker 351<br><br><br><<Attatchment>> |
| **3/24/2026** | Mike Clifford | I am opposed to this expansion due to: a. Current Environmental Assessment (EA) is vaguely worded and generalized. A more detailed Environmental Impact Analysis (EIA) is needed.<br>b. Construction and deployment would reduce water quality in the Edwards Aquifer/Barton Springs<br>c. Traffic data is mainly from pre-COVID. Need more recent data to reflect current conditions.<br>d. Toll lanes favor the wealthy while not making a big enough difference for those in non-toll lanes.<br>e. This project assumes SH45 Gap will be completed - another controversial project that would harm the aquifer. |

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| **5/1/2026** | Mike Clifford | Please find GEAA's comments attached.<br><br>Mike Clifford<br><br>Technical Director<br><br><<Attachment>> |

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| **3/12/2026** | Mike Dearborn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. And o substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow at temperatures between roughly 70 and 72 degrees Fahrenheit, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor from six to eight lanes to as many as thirteen to eighteen lanes in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/12/2026** | Mike Dearborn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. And o substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow at temperatures between roughly 70 and 72 degrees Fahrenheit, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor from six to eight lanes to as many as thirteen to eighteen lanes in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **5/3/2026** | Mike J Roy | Don't you dare put another toll road in. You can't figure out how to stop charging us tolls when the road is paid for as is. Second, dont even think about taking barton springs away from us, or any other green space you money hungry pigs. |
| **3/20/2026** | Mike Murphy | We live in Travis Country (1500 homes) and this plan needs to address the growing and severe problem of the traffic bottleneck at MoPac and SW Parkway. In the morning and afternoon, it is very difficult to get into and out of Travis Country due to the heavy traffic on SW parkway backed up from the MoPac intersection. I am concerned that the express lane entrances and exits would not serve drivers entering and exiting MoPac at SW Parkway. SW Parkway is a major thoroughfare and it's intersection with MoPac needs to be addressed, but it appears to be largely ignored in the plan. |

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| **4/28/2026** | Mike Webb | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Mike Webb |

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| **4/30/2026** | Mike Worth | I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives. Construction congestion The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built. Environmental Degradation I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts. Fiscal irresponsibility There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion. The future is unknown This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |

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| **4/26/2026** | MikeCannatti | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: -- Traffic Safety & Active Transportation: Fund and construct an elevated footbridge over Barton Springs Road on the East side of MoPac providing a safe crossing at a dangerous intersection. -- Trees: Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species); trees 4"–19" at 3:1. All plantings must be native or regionally adapted with an 85% survival maintenance plan. -- Dark Skies Compliant Design: Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. -- Parkland Protection : Adjust alignments and construction methods to avoid or minimize parkland encroachment. Restrict construction materials and trucks to beneath the highway near Zilker Park and the three other impacted parks, preferably parking and storing only after business hours. Fund full restoration and mitigation measures where impacts are unavoidable. -- Access: Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. -- Capital improvement reimbursement: Fund new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. -- Noise walls: Install high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity and reduce noise pollution. -- Open space fund: Provide $35M in mitigation funding to the City of Austin, restricted to the purchase of conservation easements over the Edwards Aquifer Recharge and Contributing Zone to protect water quality and assist with flood mitigation. In keeping with the Mobility Authority's commitment to environmental stewardship that balances the need for infrastructure improvements with preservation of the natural resources, PLEASE make these mitigation adjustments to address the expected significant impacts from CTRMA's projected timeline of up to six years for completing the MoPac South project. |

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| **3/16/2026** | Mila Andres | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/16/2026** | Mila Andres | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Mila Andres |

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| **3/16/2026** | Mila Andres | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **5/2/2026** | Miles Fermin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Mills Cooper | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Milo Calvert | I am opposed to the expansion of MoPac South due to the adverse effects it would have on our city's green spaces. This project would increase noise and air pollution around numerous parks (including Zilker), Barton Creek, Barton Springs, and the Williamson Creek Greenbelt. Any major construction must prioritize the protection of native trees and plants, keep careful construction limits so as not to encroach upon green spaces, and set up well-funded protections for the waters of the nearby Edwards Aquifer. Rather than MoPac expansion, I support the expansion of public transportation services. Should construction on MoPac continue, I urge you to release a full Environmental Impact Statement (not an abbreviated Environmental Assessment). Thank you. |

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| **5/3/2026** | Mimi Monti | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| **4/21/2026** | mina krishnapuram | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | mina krishnapuram | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Mina Loomis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | mindy carr | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/1/2026** | Minette Aoueille | I support the need to conduct an EIS to gather information about how the proposed MOPAC expansion will affect the wildlife, especially protected native species and impact the beauty of this unique asset in downtown Austin. |
| **3/19/2026** | Mir Sommerfeld | Highway expansions have been proven over and over again for the last 100 years that they do not improve traffic and often make traffic even worse. Repeating the same thing over and over and expecting different results is not how we should be acting in a modern city. We don't need more pollution in the lungs of Austin High students and we don't need a project that is completely contrary to the City of Austin's climate goals and mode shift goals. What we need to improve mobility in the area is continuous pathways for walking and cycling along the entire length of south MoPac to connect people to downtown, as well as encouraging carpooling and transit use by converting a lane to be for transit/HOV use. Let's put our money where our mouth is and actually invest in projects that will improve traffic and lead toward a cleaner and healthier Austin. |
| **4/22/2026** | Mira M | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Mira M | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/22/2026** | Mira M | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Miranda | I am in opposition of the new MoPac South tollway expansion in and around Austin. There are better ways to reduce traffic than building more highways that will negatively impact the ecological environment around them. Expanding the tollways in the planned areas will bring noise and air pollution to spaces that have not had those issues previously. Some of these areas include the water springs around Austin. Natives and tourists alike enjoy spending time in these springs, especially during extremely hot Texas summers. The last thing we want is a tollway anywhere near or above these areas. |
| **5/3/2026** | Miranda Casanova | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Miranda Casanova |

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| **4/21/2026** | Miranda Neagle | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | miranda oherron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Do not hurt my park and my homeland. I grew up on the beauty of Austin and have only seen its decline since I have lived here. Please, the people of Austin urge you to protect our lands. We do not need a bigger highway, we need green solutions. Bigger highways equal more traffic.<br>Thank you for your time and consideration. |

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| **5/3/2026** | Miranda Pacheco | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Miranda Pacheco |
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| **5/3/2026** | Miranda Wadehra | We do not want expansion of highways at the cost of our watershed. Water is becoming an ever more scarce and precious resource. We cannot afford to do this harm to our watershed and our ecosystem. Barton springs is a part of who we are. I say no to the proposed expansion of mopac. |
| **5/3/2026** | Miranda Zimmerle | Hi, my name is Miranda Zimmerle and I am calling to request a full environmental impact surveyand statement on the impact of the MOPAC expansion on the springs and the environment and thearea and the people and the planet and the animals and all of the things in between,What has been released so far does not feel sufficient or accurate or truthful.And we also request alternatives to this proposed plan.I feel very strongly that this is not needed.It is against what we say society is headed towards as far as efficiency.I think there are other ways to move people with public transportation versus individualcars and there is no need for a three-way expansion and the disruption is not worththe supposed benefits and I would like to see this plan not proceed as it is being discussedand that is my statement. Thank you. Bye-bye. |

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| **5/3/2026** | Miranda Zimmerli | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. <br /><br /> As a Barton Hills resident, who moved here specifically for the proximity to the Springs and Zilker, I have experienced first hand the magic of this place, and wish for it to be protected for the enjoyment of all of the residents, human and non human, and visitors for centuries to come The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. 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The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to |

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| | | gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Miranda Zimmerli |

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| **4/12/2026** | Miriam Rivero | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Miriam Rivero |

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| **4/12/2026** | Miriam Rivero | Dear CTRMA Board Members,<br><br>Here:<br><br>Hello to whoever is reading this,<br><br>some of the only solace I can find is with the spring, trees an its creatures.<br><br>cars are stupid. Mother Nature is wonderful, intelligent, all knowing. Let's protect our land for us and for our future.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health. |

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| | | * Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Miriam Rivero |

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| **5/2/2026** | Miriam Barron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Miriam Crownover | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Miriam Murillo Jackson | As someone who loves Austin not just for what it is today, but for what it still feels like, this proposed MoPac expansion honestly breaks my heart. We keep being told that adding more lanes will solve congestion, yet every expansion seems to lead to years of construction, more traffic, more pollution, and less of the natural spaces that make this city worth living in to begin with. The part that gives me pause most is that this project cuts through some of the most environmentally sensitive and beloved areas in our city - near Barton Springs, the Greenbelt, Lady Bird Lake, and the Edwards Aquifer recharge zone. Once that damage is done, we do not get it back. I also can't ignore the reality that many families already feel exhausted by nonstop construction and increasingly expensive toll-dependent infrastructure. Expanding MoPac again feels like doubling down on the same approach instead of investing more seriously in transit, smarter bottleneck fixes, and long-term solutions that don't permanently sacrifice Austin's environment and quality of life. Even traffic experts and residents have pointed out that some of the worst congestion comes from merge design and bottlenecks, not simply a lack of lanes. Please slow this process down and require a full Environmental Impact Statement before moving forward. A project of this scale deserves transparency, caution, and a real conversation about whether this is truly the future Austin wants. |

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| **5/3/2026** | Miriam Reyes | I've lived in Austin the vast majority of my life and I have seen how much concrete has been poured and habitats fragmented. Making more lines does not decrease traffic over time. Austin needs to expand public transportation, not focus on building more lanes over precious habitat. Even worse, toll lanes. This won't benefit the everyday Austinite. Please reconsider. Our natural spaces have already been stretched thin. |
| **5/3/2026** | Missy Colbert nichols | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Missy Colbert nichols |
| **4/23/2026** | Misty Kelch | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Misty McLemore | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/10/2026** | Misty Odom | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Misty Odom |
| **5/3/2026** | Misty Odom | Think hard.  The future depends on you.  Do not be leave a legacy of evil, despair, and desolation. We will remember. |

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| **4/27/2026** | Mitchell Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | MJ Pruett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Mohammed M | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Mohammed M | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Moira Bering | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Moira Bering |

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| **5/2/2026** | Moll Brau | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Moll Brau | To Whom It May Concern:<br><br>My family and neighbors strongly oppose the MoPac South expansion. We are requesting a full Environmental Impact Statement (EIS) and we support funding for rail, transit, and biking instead.<br><br>We need to reduce noise, congestion and pollution, not add to it. PLEASE OPPOSE THIS PLAN!<br><br>Thank you,<br><br>A Quintana |
| **3/9/2026** | molly | Hello, I'm a lifelong Austinite. I've enjoyed this section of Mopac for decades. Please don't cut down anymore trees or reduce the beautiful hills on either side of this lovely part of the highway. This is a section of Mopac that has potential to be even more beautiful and environmentally healthy. I wish there could be some sort of wildlife crossing like San Antonio and other cities have. Please don't destroy it... please add the lanes with little impact and please add more native trees and plants. Thank you |

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| **4/20/2026** | molly Cannatella | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Molly Flynn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>These parks are greenscapes are what make Austin so incredible compared to other cities… we must preserve the natural habitats that are native to the land that we live on. We need healthy people to make our city thrive and having access to nature, trails etc so that we can move our bodies and commune with our environment is pivotal to that. People will not be happy if these parks and trails are cut through, please vote with your hearts, not your pockets.<br>Thank you for your time and consideration. |

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| **4/29/2026** | Molly Hepp | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/2/2026** | Molly Martin | I oppose the plans to expand MOPAC south. I am a frequent driver on the southern section of MOPAC and believe more lanes will increase current levels of traffic there. This pattern has been seen around the US and Austin is no exception.<br><br>The impact on the aquifer, Barton Springs and endangered local flora and fauna cannot be brushed aside. A full EIS (Environmental Impact Statement) should precede even preliminary discussions of this enormous project.<br><br>Funds spent on such a massive undertaking would be better spent on rail and bus routes as well as bike lanes.<br><br>Construction will cause noise, traffic disruption and poor air quality for area residents for years.<br><br>I hope upcoming discussion will take these concerns seriously.<br><br>Respectfully,<br><br>Molly Martin<br><br>Austin 78756 |

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| **4/20/2026** | Molly Montgomery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Molly Pratt | I urge CTRMA to reconsider the expansion of MoPac South. This plan does not align with our city's climate action goals and our collective intention to move towards increasing access to public transit and bike lanes. Highway expansion will increase pollution and traffic--none of which Austin residents want--right in the middle of one of the most treasured, environmentally sensitive, and sacred parts of our city. The springs, town lake, protected salamander habitat, creeks, & greenbelt are a significant part of what makes Austin Austin. As a green-friendly community, Austinites do not want these treasured natural resources to be diminished or compromised in any way. Please consider investing in public transit, converting a preexisting lane to an HOV lane, or any other creative solution that does not require massive highway construction. |

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| **4/22/2026** | Molly Richter | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Molly Richter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Molly Richter | Dear CTRMA Board Members, I am very concerned about the impacts of the proposed MoPac South expansion on our beloved Austin green spaces, our communities, and the endangered species found only here. Please, please require a full Environmental Impact Statement (EIS) before moving forward with this project. I also ask that you seek out the advice of reputable local environmental groups and implement the harm mitigation strategies they recommend. Thank you.  <br>Respectfully, Molly Richter |

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| **5/3/2026** | Molly Richter | Dear CTRMA Board Members, I am very concerned about the impacts of the proposed MoPac South expansion on our beloved Austin green spaces, our communities, and the endangered species found only here. Please, please require a full Environmental Impact Statement (EIS) before moving forward with this project. I also ask that you seek out the advice of reputable local environmental groups and implement the harm mitigation strategies they recommend. Thank you.   Respectfully, Molly Richter |
| **5/3/2026** | Molly Richter | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Molly Richter |
| **5/3/2026** | Molly Sassatelli | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Molly Sassatelli |

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| **3/25/2026** | Molly Wilson | CTRMA Board Members,<br><br>Hi,<br><br>I sincerely hope you are well. It is unfathmoably that this expansion is even being considered. The outcome is supposed to increase transit time by 5 minutes if traveling the full 8 miles... but the contruction will take 7 years. Surely you realize that in that time so many more people will be here that the expension will be totally useless. Five minutes faster makes no meaningful difference anyway, ESPECIALLY when the contruction will CLEARLY put our natual resources at risk. Barton Springs is a major reason people move to and stay in Austin. ALL caution should be taken to protect it and the Edwards Aquifer. I can only conclude that someone's cousin owns the contruction company that would be awarded this job... otherwise the project just makese no sense at all. So, I implore you to have a heart and listen to the innumerable Austin residents who do NOT want this expansion. We already sit in traffic and would still be sitting in trafffic. Five minutes does NOT matter.<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>This is very serious and I hope you take it seriously. If not, one would be inclined to hold this decision and the people who make it accountable for any negative impact on the aquifer and water resources in the future not to mention negative economic impact on the city if we run out of water or if Barton Springs becomes unswimmable.<br><br>Thank You for listening to your neighbors,<br><br>Molly Wilson |

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| **3/18/2026** | Mona Mehdy | Dear CTRMA Board Members,<br><br>As a citizen and as a professional biologist, I am writing to strongly oppose the MoPac South expansion as proposed. The process of considering the proposed expansion is flawed including as a major factor the lack of a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>Widening the road will unequivocally bring more use and sprawl, not solving the congested traffic issue. The impacts of increased air, land and water pollution over the fragile, environmentally sensitive land and its vital aquifer, habitat functions for endangered species and other wildlife should not be tolerated. Water is increasingly limited in this era of severe climate change which has brought increased high temperatures, increased drought severity and frequency and Texas needs to shift to far more protection, conservation and how we build transportation. All of these factors, including the vital role of the aquifer that the CTRMA proposal would damage strongly support examination of alternatives to more highway lanes. It is past due for this major metropolitan area to shift to an emphasis consistent with efficient mass transit, ride sharing, high occupancy vehicle lane use and bus/train/bicycle and pedestrian to concentrate development near the urban core advocate. This, not expanding highways, is critical for countless reasons of affordability, preserving our Central Texas hill country environment for residents, our important tourism industry, and safeguarding cherished and environmentally sensitive lands, keeping the land, springs and water, air healthy for all who depend on them.You should not be part of further degrading the environment and quality of life in the same heedless way that brought the Austin area many hours lost to traffic gridlock and harm to the environment. Austin air quality has become significantly dirtier in magnitude and frequency, opposing health and the environment. Transportation is a big source including locally generated, the proposed expansion would further degrade.<br><br>I strongly advocate that CTRMA shift from decades of road building focus to low build alternatives consistent with the above considerations and utilizing a full Environmental Impact Statement. Thank you for your time and consideration.<br><br>Respectfully,<br><br>Mona Mehdy |

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| **4/20/2026** | Mona Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Monica Magoon | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Monica Magoon |

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| **4/27/2026** | Monica Flores | Dear CTRMA Officials and Stakeholders,<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>_____<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.) |

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| | | Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>_____<br><br>EGA also requests two Non-Required Mitigations: |

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| | | Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>_____<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making. |

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| | | EGA is a strategic partner in this process. We will advocate within current political realities while holding firm on the protections Austin deserves. EGA urges CTRMA to include all recommended mitigations, thereby demonstrating that superior infrastructure and environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>Monica Flores<br><br>Evergreen Austin Board Member |
| **4/26/2026** | Monica Flores | Do an environmental impact study. Follow the strictest mitigation demands from evergreen Austin. |

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| **3/25/2026** | Monica Magoon | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Monica Magoon |

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| **5/3/2026** | Monica Mahoney | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Monica Mahoney |

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| **4/21/2026** | Monica Shirenkov | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Monica Shirenkov | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Monica Skinner | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Monica Skinner |

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| **3/18/2026** | Monica Solomon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Monica Solomon |

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| **4/23/2026** | Monica Solomon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Monica Solomon |

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| **4/4/2026** | Montana Wooten | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Montana Wooten |

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| **4/20/2026** | Montana Wooten | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/24/2026** | Montanna Gedney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Montanna Gedney | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Montanna Gedney |

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| **4/30/2026** | Monte Cresbrooke | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Moon Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | morgan adamez | DONT EXPAND MOPAC AT THE EXPENSE OF BARTON SPRINGS. THE PEOPLE WANT A BEAUTIFUL NATURAL SPACE TO ENJOY THEY COMMUNITY, NOT MORE LANES FOR TRAFFIC |
| **4/28/2026** | Morgan Carroll | - South-side pick-up/drop-off at Austin High impacted for 5-7 years - Pedestrian/bike bridge under MoPac will be inaccessible for unknown amount of time -Increased traffic - Noise, light, and air pollution that will harm students' health at Austin High |

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| **4/23/2026** | Morgan gray | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- protections for sensitive species and habitats<br>- wildlife corridors<br>- mitigation of runoff into water systems<br>-<br>- Trees and expanded tree planting (native species)<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Morgan Hammer | Please see the attached comment for submittal.<br><br>Thank you,<br><br>Morgan Hammer<br><br>Commissioner PCT 3<br><br>Hays County<br><<Attachment>> |

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| **3/19/2026** | Morgan Honaker | DO NOT EXPAND MOPAC. We will worsen our air quality, increase pollution, and further enable a car-dependent city in Austin. We need affordable, clean, and safe public-transit, not a loud, polluting, dangerous 8 lane highway! |
| **5/3/2026** | Morgan Howard | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Morgan Howard |
| **5/3/2026** | Morgan Merchant | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Morgan Merchant |

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| **5/3/2026** | Morgan Nickel | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Morgan Nickel |

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| **4/24/2026** | Morgan Reeves | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Morgan Robinson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Morgan Robinson |
| **4/26/2026** | Morgan Sauri | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | morgan spooner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Morgan Taylor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>This expansion project threaten the health and habitat of the special species that are endemic to our area. At a time when Central Texas is already facing unprecedented drought conditions, the last thing we need is another threat to our environment.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Morgan Thayer-Rexach | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Morgan Thayer-Rexach |
| **4/20/2026** | Morris Hoover | Fully support TxDot project to enhance mobility on MoPac. Sooner the better! Thank you for all you do. Morris & Lynn Hoover |

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| **4/26/2026** | Moxie Broz | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Moxie Broz |
| **4/30/2026** | MP | Barton springs is apart of the culture in Austin. I've never seen anything like it before. I BEG for further investigation on the environmental harm this MoPac highway could and WILL cause if this project carries out. Austin Texas will not be the same without THE Barton Springs |

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| **5/1/2026** | Ms. Corn | Hello. My name is Ms. Corn. I live in Sunset Valley. I basically live off of MOPAC, and I am very concerned about the MOPAC expansion. I really question the outdated analysis. This project started in 2011. The traffic model used to dismiss alternatives was finalized 2012, over 14 years ago. Since then, we've had a pandemic, expanded telecommuting, and approved Project Connect. We need CTRMA to rethink this project with reconsideration of alternatives, updated data, and consideration of local goals and policies. We really want you toa full environmental analysis, challenge the benefits, protect our endangered species, and really protect our water. Proposed water quality treatment doesn't meet the standards that Travis County and the City of Austin used for their own roads. During construction rain runoff and it will carry sediment and pollutantsdirectly into the Edwards Aquifer Recharge Zone, causing an irreversible harm.You can reach me at -.I'm very, very, very concerned about this. Please do not move forward without a very completed environmental analysis, and please hear me.Thank you very much. |
| **5/3/2026** | Mukund Gajera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Muppet August | Hi, this is Muppet August and I am calling to share that I learned how to swim in thosesprings and I want to make sure that we have a full environmental impact investigationto understand exactly what's going on.I grew up here in Austin and I remember hearing about the expansion and how it was importantto make sure to consider all of the things.And now it feels like we're just moving forward without considering all the impact supportthat we take care of this now, and I want us to make sure that we proceed consideringall of the options.Thank you so much.Sure. |
| **4/2/2026** | Murat Baykal | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it’s only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |

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| **4/28/2026** | Murphy Carter | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Murphy Carter |

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| **4/27/2026** | Murray Kaough | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Mykaela Lopez-Roeper | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  My |

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| **4/24/2026** | Myles Cooley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Myna Manchaca | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Myna Manchaca |
| **5/3/2026** | Myra Lean | calling now. Hi, this is Myra Lean. My number is 936-537-2173. I am born and raised in Austin,Texas. I have been visiting the Barton Springs and all of Austin area since the moment Iwas born in 1991. And I have been recently informed of further expansion of the MOPAChighway that will be impacting the springs and some endangered species, and I am officiallyrequesting for a full environmental impact statement completed in full so that we canunderstand what the impact is, and also understand what the plans are to mitigate the impactif we proceed with the expansion of MOPAT.Okay.Let's forward a hearing back from you.Again, my number is 936-537-2173.Thank you. |

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| **4/21/2026** | Myrna Lewis | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Myrna Lewis |

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| **4/21/2026** | Myrna Lewis | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Myrna Lewis |

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| **5/3/2026** | Myron Hess | Dear CTRMA Board Members, <p class="MsoNormal">I live and work near Barton Springs and Zilker Park and those natural features and I drive on South Mopac, Bee Caves Road, and Cesar Chavez Street regularly. The well-being of the springs, the aquifer that supports the springs, the park, and the various at-risk species found nowhere else in the universe will be put at risk by this proposed CTRMA project. The environmental assessment and proposed finding of no significant impact are fatally flawed, failing to provide the hard look required under NEPA.  A full environmental impact statement is necessary to evaluate the risks and to identify if it is possible sufficiently to mitigate adverse impacts to these unique features and to the lives of the many people adversely affected if the project moves forward. <p class="MsoNormal">There can be no serious question that the proposed project will adversely affect the environment in multiple, significant ways, including water quality in the aquifer and springs; air quality for nearby residents, park users, and students at Austin High School; salamanders reliant on the aquifer and cave invertebrates in adjacent areas; and the quality of life for those of us driving on South MoPac and other affected roads during the construction project and beyond. <p class="MsoNormal">The traffic projections relied on in an attempt to justify the project are grossly outdated and flawed. A traffic model based on 2012 conditions is not sufficiently current. Commuting patterns have changed dramatically since then with far more people telecommuting and working flexible hours. The failure to provide an updated assessment makes the purported justification for the project and balancing of commuter impacts unsupported. The one thing that is ensured is that commuters, including students at Austin High, will be greatly adversely affected by disruptions during the construction period. Traffic detriments are guaranteed, whereas prospective traffic benefits—minimal time savings even for those traveling the full project length—are speculative at best and that speculation is based on outdated analyses. <p class="MsoNormal">Water quality impacts from fine particulates, including microplastics from tires, will put threatened and endangered species at further risk. Other water quality impacts from sediment associated with construction activities also put those species at risk as well as the water quality at Barton Springs Pool. Similarly, air quality impacts will put students at Austin High, park users, and nearby residents at risk, during the construction period and beyond. <p class="MsoNormal">The proposed finding of no significant impact is not credible. The environmental assessment is inadequate. A full environmental impact statement based on credible, current data and analysis is required. <p class="MsoNormal"> Sincerely, Myron Hess |
| **5/3/2026** | Myschel Reeve | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Myschel Reeve |

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| **4/30/2026** | N/A | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | N/A | Both the Austin City Council and the Travis County Commissioner's Court have asked for the Environmental Impact Statement regarding the addition of several lanes to Mopac South.Our most precious life-sustaining needs are air and water. A full EIS will let our leaders and the public know what it is we are risking by the additionof lanes of traffic to the area, paving over acres of the Edwards aquifer recharge zone and by putting more vehicles, vehicular toxins in the air.Increasing the traffic flow at the expense of our resources is short-sighted and a backwardstep in Austin's growth.I am Dionel Robertson, citizen of Travis County |
| **5/2/2026** | N/A | I'm calling on behalf of Farton Springs, the soul of Austin.And so many residents whose whole way of life is in that corridor.The order of things matters.And just because studies and growth suggest nowthat an investment in broadening these highways could be beneficial in certain areas.Given the way Austin has grown, I strongly urge that no such construction be continued.The Mopac Highway is not nearly as busy as I-35, and the least project like this needsto wait until after I-35 is completed, all the way down below Kyle.As it is, having both major highways that run north-south in Austin cut off in any regardwill be a catastrophic loss to the way of life for people who enjoy the soul of Austinthat part in Springs, all up and down Zilker, Casa de Luz.These are the things that make Old Austin special.And this fervor for growth cannot be blindthe most important things that make this city special.Often has a long history of protecting its green spaces.Important to frame this construction projectin that regard.This is about preserving the beautiful spaces in southwest Austin, the caves, Barton Springs,the waterways, the curvy roads.This is the way Austin is going to be.It makes it quirky and special.It's not Houston, it's not Dallas, thank God, Fort Worth.And this urge to grow can't be the expense of what is most vital, life giving to this city. |
| **5/2/2026** | N/A | Hey, I'm calling to just voice my opposition to the MOPAC expansion.It doesn't at all make any sense in terms of how much traffic will be going on, andit's also a major threat to the Edwards Aquifer, and we'll be filling caves along that stretchwith concrete and putting four endangered speciesunder major threat, probably wiping them out.So just voicing that very much opposed to it.And please don't let it happen.Thanks. |
| **5/2/2026** | N/A | Please stop what you're doing when it comes to the freeway expansion and wedemand an environmental impact statement please on sparsity. |
| **5/2/2026** | N/A | Hello, I'm calling to request a full environmental impact study be done because of the endangeredspecies that could be impacted via the highway project and the CTMA projected bill.So I don't agree and I request more investigation be done before this is moved forward.Thank you. |
| **5/2/2026** | N/A | When |

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| **5/2/2026** | N/A | I'm calling to install and review the potential expansion of MOPAC highway, highway one, anywherein the Austin city limits, and that that be published publicly and easily, publicly availableonce complete.Thank you.My phone number is -, full environmental impact review of any and all highway expansionsinside the city limits, in particular the one in question for Mopac Highway, State Highway1.Thank you.Thank you. |
| **5/2/2026** | N/A | I'm calling to say that I am extremely opposed to the MOPAC project and we demand a fullenvironmental impact statement to be made.And yeah, I'm in direct opposition to this project, Protect Our Springs.All right. |
| **5/2/2026** | N/A | saving Barton Springs would be so hot of you it's the hot thing to do you knowthat I know that we all know that I really I really need you to save BartonSprings and that means do not do the Mopac expansion you already know why Idon't even need to tell you the reasons you already know five minutes of trafficyou're gonna save me five minutes that's not worth it for all the species you'reto kill. The math is not mapping. You know that. And I know that. You know it's not likethis. You know it. Everyone else told you why. Okay. Love you. Mean it. Bye. |
| **5/2/2026** | N/A | Hi, I'm calling to demand a environmental impact statement, and to protest the pollution.Thank you very much.Bye. |
| **5/3/2026** | N/A | Hi, I'm an Austin resident. I live in Zilker, 787-04 neighborhood, and Ioppose the MOPAC expansion proposal. I demand a full ecologicalsurvey, and Ithink there is, you know, we would haveseven plus years of more traffic to then save five minutes of trafficeventually, you know, 10 years from now, we're never going to make up that time of the actualtraffic that we've spent, time we spent in traffic, and most importantly, our environmentis going to suffer the most. So, you know, obviously we have multiple endangered speciesin the area. It's that area is the heartbeat of the city. And we don't need more concrete.how about we consider using some of those funds for expanding MOPAC to maybe create a rail systemor better public transportation for those who maybe are not able to afford vehicles oreventually we can be a modern city like some of cities in the rest of the world and be able touse less vehicles, save our carbon footprint, etc. But the solution right now is not toexpand the highway. It's 2026, okay? So yes, please note this down. I'm really very againstthe expansion. |
| **5/3/2026** | N/A | I urge and demand a full environmental and chemical statement.Barton Springs has saved my life. |
| **5/3/2026** | N/A | I oppose the MOPAC expansion and demand release of the full environmental impact study. |
| **5/3/2026** | N/A | I'm recalling to oppose the expansion of MOPAC and demanding a full environmental impact study.It doesn't seem worth it to add a few lanes of traffic with the potential to impact the springs, which have such healing powers for all of us. |
| **5/3/2026** | N/A | Hi, I am calling to request that a full environmental impact statement be done on the study fromLBAC expansion.I really believe that it will impact the trails and the water system and the springs and especiallyat what's aquifer and all the endangered species that are there.I've lived in Austin for the last 35 years and I just really treasure everything aroundthe water and Ladybird Lake and the trails and Barton Springs.So please, please help us protect these versus like, my fear is that they'll be destroyedsignificantly by the expansion of OPEC.Thank you very much. |
| **5/3/2026** | N/A | Hi, I think the MOPAC development that's nearing Barton Springs needs an environmental protectionreview for sure.I've been in Austin for about 10 years of my life.My name is Samuel Kirk Simmons.I lived just down the street from Barton Springs and now I lived in East Austin, the 78742zip code.I don't know.I think people's opinions matter when it comes to this sort of thing and not corporateinterests as hopefully the person receiving this message can also understand.Thank you, bye. |
| **5/3/2026** | N/A | Hi, my name is Mila Santana. I am calling to request a full environmental study for the MOPAC extension.I think it's important that we know the full impact of the highway extension to our aquifer and alsoyeah, of different closures andimpacts of people accessing trails and nature.So I'm speaking as an individual, but I am requesting a full environmental impact study.Thank you. |

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| **5/3/2026** | N/A | There needs to be a full environmental study, and this project should not go forward.It is detrimental to environment, native species, and we don't really need any more MOPAC disruption.So please don't let this project go forward.My name is Beth, and I've lived in Austin for 20 years.Thank you. |
| **5/3/2026** | N/A | Stop the MOPAC extension.We do not need it.The environment doesn't need the MOPAC extension.Please, please stop it.And do more research.See how many animals you're going to kill.And how is it going to affect the natural flow of the water?We don't need to mess with the environment anymore.Stop the expansion of the MOPAC extension.Don't do it.Don't do it.Don't do it. |
| **5/3/2026** | N/A | Hello, I am looking for a phase one, phase two, and phase three environmental impactstudy for the bridge that's going to be built on MOPAC, the MOPAC expansion bridge.Thank you dearly. |
| **5/3/2026** | N/A | Hey, I'm calling to oppose the MOPAC expansion and especially considering there's definitelygoing to be an environmental impact on this and it seems that everyone's ignoring thatfact right now.So I'm just asking for a full, complete environmental study to be done before any further progressis made on this project.I know that money talks a lot of times, but we have to protect our natural resources,and if we ignore those things just for the highest bidder, we're not going to haveBarton Springs and water here much longer.So please do a full environmental study.Thank you.My name is Brian Orapallo, 616-818-5237.Thank you. |
| **5/3/2026** | N/A | I urge and demand a full environmental release study of Barton.Barton is my home and it means so much to me and brings me so much peace and safetythroughout my days and my weeks and this place cannot change because it's perfect the wayGet it. |
| **5/3/2026** | N/A | Hi. We urge and demand a full environmental impact statement of Barton Springs.Barton Springs is my name and it means so much to me.I love Barton Springs and it means so much to me.And it is a sanctuary of peace and lovethat I don't want to be affected. |
| **5/3/2026** | N/a | I oppose you forever paving our city with more highway. Please find some way to funnel tax payer money into something positive and sustainable. |
| **5/3/2026** | Nabil Fayed | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Nabil Fayed |

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| **5/3/2026** | Nadeem Alhasan | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Nadeem Alhasan |
| **4/21/2026** | Nadia Burr | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Nadia Johst | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Nadia Johst |

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| **3/18/2026** | Nadia R | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Nadia R |
| **5/3/2026** | Nadia Russo | We should be taking this project as an opportunity to multiply the number of bike/ped crossings over Mopac. We need bike and ped bridges or dedicated trail underpasses. It is too hard to cross the highway right now. East-west connectivity is important too. $825M+ is too high of a price tag to not include holistic travel options. |

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| **5/3/2026** | Nafi Baksh | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Nafi Baksh |

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| **3/24/2026** | Namrata Chhillar | The build scenario generates 96 million more VMT when compared to No Build Scenario. There is a risk of induced demand. The claimed emissions benefits depend heavily on higher speed and fleet mix but if speed gains erode due to more induced driving, emissions reductions may never materialize. The EA should also disclose fleet mix assumptions as fleet mix is changing differently after federal tax credits expired in late 2025. Also, MSAT discussion says health impacts cannot be qualified. FONSI cannot rest on unknown health impacts. An EIS is required. |
| **5/3/2026** | Nancy Binford | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Nancy Binford |

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| **5/3/2026** | Nancy Binford | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Nancy Binford |

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| **4/26/2026** | Nancy Blanton | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nancy Blanton |

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| **4/26/2026** | Nancy Drew | Dear CTRMA,<br>Please do the right thing!!<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Nancy Hawkins | NO expansion of MOPaC saving a few minutes of drive time |
| **4/22/2026** | Nancy Hidalgo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Nancy Hildago | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/28/2026** | Nancy Ibarra | stop the expansion of mopac, we don’t - need it and you don’t need more - money from us. Literally leave austin alone and just finish i 35. We’re TIRED OF IT |

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| **4/28/2026** | Nancy Leeper | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nancy Leeper |

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| **5/3/2026** | Nancy Leeper | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nancy Leeper |

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| **4/24/2026** | Nancy Melendez | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nancy Melendez |

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| **4/24/2026** | Nancy Melendez | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nancy Melendez |

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| **4/24/2026** | Nancy Melendez | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nancy Melendez |

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| **5/3/2026** | Nancy Pagliarini | I oppose the MoPac South expansion. What sort of city do we want to live in? If we value money and convenience more than our natural resources, we will become another asphalt jungle. Is that what we want? |

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| **4/21/2026** | Nancy Pollard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Nancy Puentes | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>NANCY PUENTES |

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| **5/3/2026** | Nancy Thomas | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nancy Thomas |

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| **4/21/2026** | Nancy Whatley | Dear CTRMA Board Members,<br><br>On a personal note and I speak for many others: I am a lover and user of the land and waters affected by this proposed project. I totally remember the shock of seeing from a canoe how the SW Parkway Bridge befouled the water downstream of it. I hate the fact that this project will further befoul the waters for years to come or god knows even permanently. Please do not build it ! Barton Springs will never be the same if you do. The environmental impact will be devastating and it would be dishonest and peronally insulting to pretend otherwise.<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nancy Whatley |

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| **5/2/2026** | Nancy Zdunkewicz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Naomi Moore | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Naomi Moore |

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| **4/26/2026** | Naseem Scaglione | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Nat Sullivan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | natalia correa | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **4/26/2026** | Natalia Grassi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Natalia Guitron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Natalia Zanfardino | Dear CTRMA,<br>⬇️ This! Please consider!<br>We aren't asking it to stop, we're asking for revisions.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Natalie | This expansion will definitely destroy landscape. Which is important for certain local species to thrive and not go extinct. Like the blind salamander. Pollution? Will definitely increase, both air and sound. So, no. I don't agree and don't want this project to be done. Find a better solution to stop the traffic congestion. Stop destroying Austin water features and outdoors. We DEMAND clean air and water, and we want to PROTECT AND PRESERVE IT FOR FUTURE GENERATIONS! Stop building express lanes (tolls) to have a reach into our wallets. We don't need more of that. We need better healthcare, education and safe outdoor spaces. |
| **5/3/2026** | Natalie | I oppose the plan for construction on Mopac that will threaten the Edwards Aquipher and our increasing water crisis. Do you want your grand children to be able to swim in Barton Springs? I encourage officials to find alternative solutions that will not have permanent damage for our natural environment |

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| **5/3/2026** | Natalie Amador | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Natalie Amador |

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| **5/3/2026** | Natalie Amador | Hello, my name is Natalie Amador and I live at - Austin, Texas, 78722.I'm calling to say that I oppose the Mopac South Highway Expansion Project due to thisexpansion directly threatening the Edwards Aquifer Recharge Zone and the clean waterof Barton Springs.Construction and increased traffic will increase polluted runoff sediment and in previous coverfurther warming stormwater and stressing the aquatic ecosystem.Over 110 acres of new pavement will intensify the urban heat, island effect, raising thetemperatures and further impacting water quality and aquatic life.I strongly encourage the city of Austin to oppose this project and think of the people and what we need and want. And that is not this project. There are other alternatives toImprove traffic such as public transportation andBike lane mopedYeah, I would really hope that the people in charge of this make the right decisionfor the people of Austin and really listen to what we are needing and wanting.And yeah, Austin wouldn't be the same without the Springs.So, I highly encourage them to rethink how this will affect their future profits andthe people that come here to enjoy the springs from all over.Thank you. |

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| **4/23/2026** | Natalie Bellers | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Natalie Bohmer | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Natalie Bohmer |

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| **5/3/2026** | Natalie Bohrer | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Natalie Bohrer |
| **4/26/2026** | Natalie Cuellar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Natalie Davila | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Natalie Dorn | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Natalie Dorn |

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| **3/23/2026** | Natalie Evans | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Natalie evans |

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| **4/24/2026** | Natalie Fischbach | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Natalie Fischbach |

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| **4/24/2026** | Natalie Fischbach | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Natalie Fischbach |

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| **4/20/2026** | Natalie Gal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/3/2026** | Natalie Galletti | I commute daily from Oak Hill to Downtown Austin via MoPac every weekday. I leave my house with sufficient time to get to work and the traffic is just fine. I think that the construction involved with any of these “improvements” will cause irreversible harm to the Austin environment and will decrease the quality of life for the human and animal residents of South Austin. Our traffic is nothing compared to the traffic in larger cities, why would I want our local roads more crowded? Let’s instead improve the infrastructure (roads and offices) in the suburbs so that we can grow those areas instead of encouraging more people to commute from the suburbs to downtown. That’s how to properly grow a city. Look at Houston and Dallas and San Antonio for examples of how to do this correctly! |
| **5/3/2026** | Natalie Gray | I OPPOSE this project. The damage this project will create is too costly. Mopac north tolls at Shoreline are a infinite waste of money and damage to the natural environment. Hardly anyone drives on that 8 lane wide concrete wasteland. Misguided and misinformed. NO NO NO on mopac tolls south. |
| **5/3/2026** | Natalie Grigson | Hi, my name is Natalie Grigson. I'm calling to give feedback about the proposal to expandMOPAC. I really don't want this to happen because I do believe it will have a negativeimpact on the springs for one, but also just often the environment in that area and alsobe kind of a never-ending urban sprawl. I think that the public deserves a fullenvironmental impact report and I think that the public also deserves to havetheir voices heard. If you have any questions, call me back. My number is -. |

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| **5/2/2026** | Natalie Guillot | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Natalie Guillot | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Natalie Guillot |
| **5/1/2026** | Natalie Hicks | The environmental ramifications of this project for little to no traffic improvements is morally unjust. No one from the public asked for this express lane - it is an imagined perceived benefit from internal teams that need a larger community perspective before proposing these types of plans. I drive Mopac every single day, and the traffic truly is not that bad. I wish all the mobility authorities across Texas would listen to the people once and for all. We've been shouting it from the rooftops for decades - WE. WANT. TRAINS. PLEASE. |

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| **5/3/2026** | Natalie Mao | Please see attached for the public comment to be submitted for the administrative record.<br><br>Thank you,<br><br>Vienna<br><br><<Attacment>> |
| **5/3/2026** | Natalie Newman | No Mopac Expansion!! The potential contamination of Edward's Aquifer thus the best of Austin's natural water resources is NOT what this community wants. Do not move forward with this project!! |
| **4/23/2026** | Natalie Romo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Natalie Solis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Natalie Stone | Hello, my name is Natalie Stone and I am calling because I care deeply for clean air and cleanwater in Austin, Texas.I care for endangered species and would like an environmental, whatever it's called, impact statement, environmental impact statement, and that your plans for MOPAC that would damagewould cause a problem for Edward's aquifer.And like the whatever you're saying is like no significant impactis not credible here. It will, in fact, affect our water and our endangered species. And I am, as a 28-year citizen of Austin,very concerned and upset by this, and I'mfor you guys to do the right thing here, do something about it. Again, water is themost important thing for us as a human species, but especially in Austin aswe've become very overcrowded, but also special places that make Austin Austin, like Barton Springs, would be affected and so many other waterways. So please, I ask for you to reconsider or stop altogether. This expansion of MOPAC is not needed.It's not going to make enough impactto worse the detriment it will cause to our water and endangered species and waterways.So please, please do the right thing here. And I thank you. |

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| **5/3/2026** | Natalie Stone | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Natalie Stone |

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| **4/22/2026** | Natalie Turner | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Natalie Turner |

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| **4/22/2026** | Natalie Turner | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Natalie Turner |

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| **4/21/2026** | Natalie Weinstein | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Natalya Doria | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Natalya Doria |

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| **4/28/2026** | Natasha McCarty | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Natasha Morgan | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Natasha Morgan |

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| **4/24/2026** | Natasha Navarro | Dear CTRMA Board Members,<br><br>If you are human you'd understand this is NOT what should happen. Nature over cars 100%<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their |

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| | | water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | For the love of water in Central Texas,<br><br>Natasha Navarro |
| **4/27/2026** | Natasha ritter | PLEASE DO NO EXPAND MOPAC, expand conservation for the spring!! |
| **4/14/2026** | Natasha Scheufele | Please do not pursue further construction on mopac. We have destroyed enough of the wildlife, and should do our best to preserve nature as much as possible. It is impossible to perform construction without damaging some natural habitat. Please leave Mopac alone! |
| **3/19/2026** | Nathan | I don't want a wider highway |

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| **5/2/2026** | Nathan | Hello, my name is Nathan and I am representing citizens of Austin and visitors of SpartanSpring and consumers of water and I am calling because the more I learn about the southernexpansion project, the more concerned I am and I would like to know that this ishaving a full environmental impact statement in study, whatever is needed to make surethat we preserve the Edwards aquifer, because that is a key part of Austin's water supply.It's important to a lot of people, it's important to the ecosystem, it's important to a lotof animals, and a lot of people don't understand that, so they might not even know what's goingon.So I think that's something that we are calling for.So please do what you need to to make that happen.All right, thank you. |
| **5/3/2026** | Nathan Berkowitz | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Nathan Berkowitz |

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| **3/31/2026** | Nathan Eckert | Dear CTRMA Board Members,<br><br>To whom it may concern,<br><br>I do not support the MoPac South expansion. As a resident of Austin for nearly a decade now, I understand how important our highways are. That said, adding more lanes is a solution that appears helpful on paper, but ulitmately does little to change congestion. I implore the allocation of funds directed to be directed to more scientifically-sound improvements.<br><br>I am also aware of how yet more perpetual construction will lead to a significant amount of pollution and the certain destruction of many caves and the important and unique creatures that call them home. The addition of lanes would also further increase the risk of floods, ulitmately making our highways and surrounding areas less safe. This is an important issue to me but I feel this is a misuse of resources for very limited, if any, gains.<br><br>Austin deserves real solutions that keep safety, the enviorment, and efficiency in mind, not only on paper, but in reality.<br><br>Sincerely,<br><br>Nathan Eckert |

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| **3/31/2026** | Nathan Eckert | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Nathan Eckert |
| **5/3/2026** | Nathan Giovinazzo | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nathan Giovinazzo |

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| **4/23/2026** | Nathan Hager | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nathan Hager |

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| **4/23/2026** | Nathan Hager | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nathan Hager |

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| **4/21/2026** | Nathan Jones | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Nathan Jones | Dear CTRMA,<br>I am a Travis County resident and taxpayer and I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nathan Lindsey | Full environmental study! No exceptions! Think of the future generations! |

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| **5/3/2026** | Nathan Nordstrom | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nathan Nordstrom |
| **4/20/2026** | Nathan Patrick | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Nathan Saeger | I am writing to urge our public officials to conduct a full environmental impact report on how this project will affect the Edward's aquifer recharge zone. Since living in Austin I have watched developers try and change things negatively for the sake of growth without any consideration for the people who enjoys these spaces. I hope that instead of haphazardly pushing this project through we can take the appropriate amount of time to assess the situation and keep Austin the oasis that it is clinging to remaining as today. |
| **3/29/2026** | Nathan Sultze | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/26/2026** | Nathaniel Bryant | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nathaniel Bryant |

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| **4/26/2026** | Nathaniel Bryant | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nathaniel Bryant |

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| **4/12/2026** | Nathaniel Chapin | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Nathaniel Chapin |

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| **5/3/2026** | Nathaniel Elder | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Nathaniel Elder |
| **5/3/2026** | Nathaniel Woodward | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Nathaniel Woodward |
| **4/29/2026** | Nathlie Varley | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/21/2026** | Naudia DeLeon | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Naudia DeLeon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/30/2026** | Nawal | We are eager for the paved paths will be built along the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete the short paved path from our neighborhood along Hwy 45 to Escarpment Blvd and then onwards to Meridian Neighborhood. My kids are very active and our family wants the opportunity to be more mobile on foot and with our bikes. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. |

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| **5/2/2026** | Neal Ehardt | I OPPOSE expanding MoPac South. Instead, I SUPPORT regional rail and a world class bike/pedestrian network.<br><br>I want a full EIS, not an abbreviated EA.<br><br>I spend so much money to keep my car insured and running. I don't want to keep driving alone, I want other options.<br><br>Sincerely,<br><br>Neal Ehardt |
| **4/6/2026** | Neek | Please protect the aquifer |
| **4/24/2026** | Neha Rizvi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/16/2026** | nehira jupiter | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/27/2026** | Neil Fontenot | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Neil Fontenot |
| **3/24/2026** | Neil Pascoe | Horrible plan that only increases traffic and environmental damage. More entities and profits for friends of TxDOT and republicans! |

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| **5/3/2026** | Nelda Bruggeman | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">i agree with all the above statements.  Please protect the Edwards aquifer! Thank You for listening to your neighbors, Nelda Bruggeman |
| **5/2/2026** | Nell Caffey | Dear CTRMA,<br>I have lived in Austin my entire life (34 years) and I am raising my family, the next generation of Austin loving locals, just down the street from Zilker Park.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration!<br>-Nell (Johnstone) Caffey |
| **5/2/2026** | Nell Caffey | Expanding the footprint of MoPac by 100+ acres just for more car lanes seems like the wrong direction for Austin. Let's use that money to get serious about fixing the car dependency not making it worse.<br><br>--- |

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| **4/17/2026** | Nelson Guda | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Nelson Guda |

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| **5/1/2026** | Neo Jang | To the Central Texas Regional Mobility Authority (CTRMA),<br><br>I am writing to express my firm opposition to the proposed expansion of MoPac South. As a daily bicycle commuter, an active transportation advocate, and a supporter of Rethink35, I see the continuous failures of highway-centric planning firsthand. The assumption that adding 110+ acres of new pavement and expanding the corridor by up to 6-8 lanes will alleviate congestion is a fundamentally flawed engineering approach. We know that building more car infrastructure only induces demand, ultimately leading to more traffic, noise, crashes, and pollution.<br><br>Instead of spending over $825 million and enduring nine years of construction for a worse outcome, we must pivot toward sustainable, equitable connectivity. Those funds should be reallocated to develop a comprehensive regional rail system and a world-class, physically protected active transportation network that naturally guides good behavior and actually reduces car dependency.<br><br>Furthermore, proposing such a massive expansion over environmentally sensitive areas between Slaughter Lane and Enfield Road demands rigorous scrutiny. I strongly urge the CTRMA to conduct a full Environmental Impact Statement (EIS) rather than an abbreviated Environmental Assessment (EA).<br><br>Thank you for registering my comment on this critical issue.<br><br>Sincerely,<br><br>Neo Jang |

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| **4/23/2026** | Nestor Topchy | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nestor Topchy |

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| **5/3/2026** | Nevaeh gonzales | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Nevaeh gonzales |
| **4/22/2026** | Nia Teague | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Nia Teague |

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| **4/22/2026** | Nia Teague | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Nia Teague |

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| **4/11/2026** | Nicholas Vittad | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Nicholas Vittas |

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| **4/23/2026** | Nicholas Eastwood | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Nicholas Eastwood |
| **4/30/2026** | Nicholas Gregg | A project like this will cause a significant affect on the recreational spaces in that area and will impact how the community interacts with the nearby recreational spaces. Please commit to a full Environment Impact Survey before committing to this project! |
| **4/23/2026** | Nicholas J Joseph | Please do not expand Mopac over the aquifer. By the projects own numbers, it will save only 5-6 minutes of travel time over the entire 8 mile link after 5+years of construction. This is a waste of taxpayer resources and will decrease quality of life for those in Austin. Please DO NOT expand Mopac South. |

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| **4/29/2026** | Nicholas Kehl | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **4/20/2026** | Nicholas Makuc | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Nicholas Paulson | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br><br>- Avoid parkland encroachment<br><br>- Capital improvement reimbursements for affected community assets<br><br>- A noise wall workshop with meaningful community input<br><br>- An open space fund dedicated to long-term preservation and restoration<br><br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/27/2026** | Nicholas Ryan | Please make this road free, no more toll lanes! The Mopac Express toll lanes provide very little value. Why is it that every Austin road is becoming a toll road. |

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| **5/3/2026** | Nicholas Ryland | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nicholas Ryland |
| **4/29/2026** | Nicholas Tys | Demand a Full EIS: CTRMA is cutting corners with a predetermined FONSI. Under the National Environmental Policy Act, a full EIS is required when a project will significantly impact the environment. Drilling into the Edwards Aquifer, harming endangered species, damaging parks, and worsening air quality next to Austin High School are all significant impacts that should trigger a full EIS. Question the Outdated Analysis: This project started in 2011, and the traffic model used to dismiss alternatives was finalized in 2012—over 14 years ago. Since then, we've had a pandemic, expanded telecommuting, and approved Project Connect. We need CTRMA to rethink this project with reconsideration of alternatives, updated data, and consideration of local goals and policies. Challenge the "Benefits": After 5-7 years of disruptive construction, the project will save only 5-6 minutes for someone traveling the entire 8.77-mile length during rush hour. Meanwhile, construction delays will largely zero out these minimal improvements Protect Endangered Species: CTRMA admits the expansion will adversely affect 4 federally endangered species but refuses to consider design alternatives that could avoid these impacts. Construction will threaten the clean flow of groundwater to Barton Springs and kill cave ecosystems that cannot be restored. Demand Clean Air for Students: Austin High School students and nearby residents will be exposed to higher levels of fine particulate matter (PM2.5) from increased traffic, tire wear, and brake dust. CTRMA's claim that air quality will improve despite 331 million more vehicle miles traveled per year being added to the corridor is not credible. Protect Our Water: The proposed water quality treatment doesn't meet the standards that Travis County and the City of Austin use for their own roads. During construction, sediment and pollutants will flow directly into the Edwards Aquifer Recharge Zone, causing irreversible harm. |

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| **4/23/2026** | NICHOLS | What is most important to you? The “development” of Austin has been troubling for a lot of reasons. Jacob’s Well has been severely depleted. Lake Austin and Town Lake are full of hydrilla and scum. One day we will wake up and Barton Springs will have stopped flowing. Do you want to take the blame for that? Stop trying to “fix” traffic. You won’t ever fix it. All you’re doing is making room for more cars. You’re making more traffic. No one in Austin wants bigger, uglier freeways. People flooded to Austin to escape all that. And somehow, the officials of this city think they are “improving” the city. You are destroying it. You are making it just like any other big city. Please stop. Allow Austin to grow and evolve naturally. Two years ago, we fought the Zilker Vision Plan. And we won, for a second. And now you are trying to do more. You just can’t help yourself can you? What is it? Why must you continue to “improve”? Your improvements are not wanted. Who asked you to? We are a government by the people, for the people. Have any people asked you to do this? I’d love to see a list of names. I’m sure the petitions to oppose this would dwarf any list of names that has asked for it. It’s that simple. |
| **5/2/2026** | Nick B | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Nick Jasek | - Will merging NB express lanes north of William Canon create bottleneck?<br>- impressed that all of these alternatives take place with no proposed ROW acquisition. Will be interested to see bridge and retaining wall locations.<br>- with Mopac as the primary north/south relief route of IH 35, it seems inevitable that continued growth will mean higher traffic levels. Improvements like these need to take place. |

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| **4/27/2026** | Nick Kidd | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>As an Austin homeowner, I feel responsibile to protect (and / or preserve) our water and wildlife so future generations may also enjoy them.. A full Environmental Impact Statement would help all stakeholders have a clear, common understanding of this expansion's costs to our city.<br><br>Sincerely,<br><br>Nick Kidd |

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| **5/2/2026** | Nick King | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Nick King | The mopac expansion will destroy areas of parkland and green spaces as well as degrade the underlying aquifer. This is a terrible idea and needs not to happen! |
| **5/2/2026** | Nick King | The mopac expansion will have terrible effects on the enviornment, aquifer, major parks, and wont alleviate traffic as advertised. The violet crown trail has been years in the making and the mile zero trailhead has recently just been completed only to be drstroyed by an ilogical project. Thousands of people use the barton springs area and barton springs is the soul of Austin and a main reason why people come to Austin. Do not destroy what makes Austin desirable! No to the mopac expansion! |
| **4/22/2026** | Nick Olszewski | I greatly oppose this expansion as it will endanger animals, plants, and people who live or use the area. Town Lake Trail and Barton Springs, the crown jewel of Austin, are directly threatened by this needless expansion. You should be ashamed for even proposing such a measure. |

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| **3/18/2026** | Nick Paganini | Dear CTRMA Board Members,<br><br>There is only one Barton Springs! And Barton Springs is the reason I chose to move to Austion rather than any other city!<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, |

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| | | runners, and families and are central to Austin’s outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Nick Paganini |

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| **4/21/2026** | Nick Soto | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/3/2026** | Nick Stauffer | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Nick Stauffer |
| **3/28/2026** | Nick von Kreisler | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and can provide further information if necessary. Thank you. |

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| **4/28/2026** | Nickie Harris | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nickie Harris |

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| **5/3/2026** | Nico Hauwert | My comments on the proposed Mopac Expansion is attached.<br><br>Nico Hauwert, Ph.D. Texas Professional Hydrogeologist #5171<br><br>Hauwert Environmental Services LLC<br><br><<Attachment>> |
| **4/25/2026** | Nico M | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Nico Scegiel | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Nico Scegiel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | nicola cartwright | Four endangered species are in the area for the proposed Mopac extension. The waterways and aquifer in this area are also at a critical level, and this added construction and disruption threatens not only the endangered species, but the environment as a whole. This will also impact the ability of Austinites to enjoy our beautiful city for almost a decade, when climate change, pollutions, water levels and algae are already affecting the areas we can visit.This level of impact demands a full environmental impact study and statement. The need for improved traffic conditions does not negate the need to protect our already delicate ecosystem. I strongly oppose the Mopac expansion. |

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| **3/19/2026** | Nicola Sicchieri | Hi! I am an Austin resident writing to oppose the proposed widening of MoPac between Cesar Chavez and Slaughter Lane. Highway expansion is a well-documented short-term fix that induces demand and ultimately worsens congestion rather than solving it. Adding 4–7 lanes to 8 miles of MoPac would increase vehicle miles traveled, worsen air quality, and deepen our region's car dependency — directly contradicting Austin's own climate and mode-shift goals. I am also concerned about the environmental impact on sensitive areas along the corridor and the public health implications for Austin High School students and surrounding communities. Instead of doubling down on highway expansion, I urge CTRMA to invest these resources in solutions that will actually serve Austin's long-term transportation needs: Convert an existing lane to HOV/transit use to improve throughput without adding capacity Build continuous pedestrian and bicycle infrastructure along the full project length Prioritize transit investment that reduces single-occupancy vehicle demand Austin stopped this expansion in 2015 because the community recognized it was the wrong approach. That remains true today. I strongly urge CTRMA to reject this plan and redirect its focus toward sustainable, multimodal transportation. Thank you for considering my comment. Nicola Sicchieri |
| **4/30/2026** | Nicolas Eran Gronquist | Don't do it. Don't let corporations profit from paving so many acres on top of the Springs - just say no. |

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| **5/3/2026** | Nicolas Sanchez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Nicolas Sanchez |

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| **3/16/2026** | Nicolas Vittas | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Nicholas Vittas |
| **3/16/2026** | Nicole | Please DO NOT spend money on expanding MoPac and potentially destroying the Barton Springs eco-system! Our waterways are precious and once destroyed cannot be rebuilt. |
| **4/21/2026** | Nicole | I think this project is a bad idea. The area that it's being built on is incredibly sensitive environmentally, and the impact from this project would be disastrous. Additionally, 2 extra toll lanes would only benefit CTRMA. If you're going to do something as environmentally disastrous as contribute to the destruction of our groundwater resources, then at least do something helpful to Austinites, like put a train line instead of just another blatant money making opportunity for CTRMA at the cost of our environment and average citizen's experience on the road. Toll lanes wont help, they're just a cash grab. |
| **5/3/2026** | Nicole | PLEASE SAVE OUR SPRINGS! |

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| **4/22/2026** | Nicole Atwell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Nicole Basham | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Nicole Black | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nicole Cloutier | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Nicole Cloutier |

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| **3/18/2026** | Nicole Corona | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Nicole Corona |
| **5/3/2026** | Nicole Corona | I oppose the mopac expansion due to the environmental concerns and need to preserve the natural habitat and protect our water… a non renewable resource at this point. please do not proceed with this project. |

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| **5/3/2026** | nicole corona | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Nicole Corona |
| **5/3/2026** | Nicole Crumley | Please stop the development over our water |

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| **4/24/2026** | Nicole Egidio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Nicole Fenlon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Nicole Fenlon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nicole Fuccillo | This is completely unnecessary and detrimental to the green space and wildlife of our city causing irreparable damage to the ecosystem. Put an end to this now and never let it be brought up again |
| **3/28/2026** | Nicole Gilbert | I understand that paved paths are planned as part of the South MoPac corridor improvements. Since 2020, my neighborhood, Meridian, has advocated for completion of a paved path along Highway 45 connecting our community to Escarpment Boulevard. This is a relatively short segment, about 1.2 miles, but it would provide critical connectivity for more than 3,000 residents. This path would allow cyclists and pedestrians from Meridian to safely access the Austin trail network by traveling through Circle C and connecting to the paved path beginning at Slaughter Lane. Currently, many cyclists and pedestrians (including children) are forced to use the narrow shoulder of Highway 45, which is extremely dangerous. It's a highway and cars are going very fast, sometimes over 80 mph. There's also no crosswalk from Meridian to Escarpment, leaving almost a mile of road for pedestrians to walk and bike which is extremely unsafe! Austin City Council District 8 has allocated $117,000 for the design of this path, reflecting the recognized need for improved safety and connectivity in this area. Our Meridian neighborhood has a committee dedicated to advancing this request, and I would be happy to provide additional information, including graphics, if helpful. Thank you, Nicole Gilbert |

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| **4/20/2026** | Nicole Haining | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Nicole Haining |

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| **5/3/2026** | Nicole James | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *The expanded highway and increased traffic would increase fine partical matter (PM2.5) a pollutant linked to many illness and disease. *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nicole James |
| **4/20/2026** | Nicole Lakin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | nicole lee | Please do not build this mopac expansion. I look forward to cooling off at barton springs every summer. It’s my favorite. PLEASE DONT DO THIS. |
| **5/3/2026** | Nicole Mccormick | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Nicole Mccormick |

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| **5/3/2026** | Nicole Mccormick | Dear CTRMA Board Members, There has been no Enviromental impact investigation done! This is illegal. WE THE PEOPLE FUNDING THIS PROJECT DO NOT CONDONE THIS. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. <br /> *EVALUATION OF ENVIORMENTAL IMPACT IS LEGALLY REQUIRED & WE PLAN TO UPHOLD YOU TO THE LAWS OF THE NATIONAL ENVIORMENTAL POLICY ACT.  <br /><br />please do not cause harm to our luxury of rare nature we hold in this beautiful city. Long term effecrs are horrendous to the springs, the lake, and all the people who enjoy this environments in harmony with the nature here. You will be taking away Austin's charm by proceeding with this. Honestly, Nicole Mccomick |
| **5/3/2026** | Nicole Silva | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Nicole Silva |
| **3/19/2026** | Nicole Smith | I do not want highway expansion. At this moment we need investment in alternative transportation infrastructure rather than increasing demand for vehicle travel and contributing to harmful pollution and congestion to Austin residents. We need city and state actors that are responsive to the data and are concerned with our health. |

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| **4/22/2026** | Nicole Welling | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Nicole Welling | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Nicole Youngstrom | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Nicole Youngstrom |

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| **5/3/2026** | Niek Wulkea | Dear CTRMA Board Members,  As much as I second everything below, my personal input is as such:  I've been a part of 2-3 communities / towns with some iconic water features (ie freshwater lakes, rivers or wetlands). These features have been massive tourist attractions, central nodes for community events and places where locals find joy & connection. On top of this the ecological option values they bring (carbon sequestration, water filtration, temperature regulation, flood buffer, drought buffer etc.) fulfill niches economics simply cannot. Given the continuous loss of water resources (especially in Texas) I would invite You to consider the long-term consequence to resident fulfillment, community connection, tourism, ecological resilience and water management. In my opinion it would be short-sighted and silly to move forward with such a project. Of the 3 communities I named previously, 1 has fallen because they chose to ignore the potential impacts wise water management afforded them.  The rest is pre-written and I agree with.  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely,  Niek Wulkea |
| **4/24/2026** | Niki Yazdani | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nikki | We don’t want a highway expansion near Zilker or the springs. I would rather deal with the bottleneck than pinch our most precious resource, at all. We do not want this project. |

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| **5/3/2026** | Nikki Birdwell | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Nikki Birdwell |
| **5/2/2026** | Nikki Diaz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Nikki Howlett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nikki Jensen | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nikki Jensen |
| **4/28/2026** | Nikki Nguyen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/13/2026** | Nikolas Tineo | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nikolas Tineo |

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| **4/25/2026** | Nikole Palmer | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Nikole Palmer |

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| **4/28/2026** | Niles Argüello | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Nils Voulfson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Nils Voulfson |

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| **4/27/2026** | Nin Emery | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Nin Emery |

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| **5/2/2026** | Nina Brodsky | I oppose the MoPac South expansion. Not only do we need a full Environmental Impact Statement. We need to be investing in cleaner forms of transportation. To invest in our future not our destruction.<br><br>Nina Brodsky<br><br>5101 Lucas Ln<br><br>Austin TX |
| **4/23/2026** | Nina Castro | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nina Glasgow | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, nina glasgow |

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| **4/20/2026** | Nina Jolley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Nina Suan | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Nina Suan |
| **4/7/2026** | Nina Wheeler | "I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you." |
| **4/27/2026** | Nirvana Jackson | Instead of expanding highways and creating traffic congestion to push the efforts of CTRMA, consider investing into already existing highspeed railway efforts. |

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| **4/24/2026** | Nis Lin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>By the way, all your already built toll roads so far are an eyesore and have been painful to live through the construction. You should do something decent with all the money you are making to mitigate the next eyesore you are going to build. It organizations like CTRMA that make this a less habitable place to live. |
| **4/20/2026** | Nishiki Maredia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Nita Kostroski Durant | I am writing to voice my concern in a proposed project to build over the most precious land we have in Austin.<br><br>Citizens of Austin and many elsewhere have been working to protect Barton Springs and the Edwards Aquifer for years. This Mopac South Expansion project in my view will destroy what we have faithfully and rigorously chosen to protect - what, just to save five minutes of drive time. This is not worth the devastation to what has been held so preciously for many many years.<br><br>I urge that the extensive environmental survey be done, to show how wrong this project is for our springs, the recharge zone and the aquifer. I believe the impact to our great city will be much too large to begin to measure.<br><br>Sincerely, Nita<br><br>Nita Kostroski Durant<br><br>breathe in light, exhale love - nk |
| **5/3/2026** | Nita Luann Williams | Please please please do not build these extra lanes! It will wreak havoc on the aquifer, native habitat, and Barton Springs! Use the money to build light rail instead! |

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| **5/3/2026** | Nita Williams | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Nita Williams |

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| **5/3/2026** | Nitza Cuevas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Noah | My name is Noah <inaudible>, I was born and raised here in Austin, Texas. I've seen some of the work they've been doing on other local projects around town, like the 183A project I've seen how they've handled that I live very close by. They routinely not treated the environment the right way. Litterin, leaving nails in the road, just construction on a whole, they they just look for profit and they try to get it completed before the date to get an extra bonus. So everybody's getting kickbacks here. They're all, it's all, phony capitalism and they're going to basically ruin the environmental ecology. They're going to destroy what people come here for and eventually Barton Springs will turn into what Jacobs Well is now because look what Hays County has done and look what's happened to Jacobs Well basically doing it. I urge you all to do a full environmental impact statement. It's riddled with caves and endangered species and flow paths that lead to Barton Springs. The Barton Springs Salamander, the Austin Blind Salamander, the Bee Creek Cave Harvestman, and the Tooth Cave Spider. We're just going to pave this over so somebody can get somewhere faster by 15 minutes and then we're going to charge people every time to do it. Are you kidding me? Are you kidding me right now? The CTRMA is using outdated traffic data to prove we need this massive expansion. I demand a full environmental impact statement, not a shortcut. I'm sure there are caves that you all have. I've seen what has happened to Luby's, Stec and Mopac. I watched what happened there and how these companies are lying about caves, they're destroying caves and they're filling them in with dirt. And I have evidence. Anyway, have a great day. Thanks. Bye-bye now. Full environmental impact statement for this project. We demand it. The public demandsit. And if it's not done, that is very sad and a great statement of our country and our economy. Goodbye. |
| **5/1/2026** | Noah | I think this project is a travesty and the no build is the best option. I recognize the CAMPO 2045 & 2050 projections, I recognize the continued growth and development, I live off Slaughter Lane and work in north Austin near Burnet, I feel the congestion along MoPac daily and weekly, however, I can't justify the need for this project when weighing out the negative impacts it will have to the aquifer, the beautiful hike, bike and paddle boarding areas that make Austin, Austin! NO BUILD, especially not when I-35 will be under construction for the foreseeable future. No build for me!! |
| **3/19/2026** | Noah Broussard | DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **4/20/2026** | Noah Goen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Noah Killeen | I understand the need for alleviating traffic on mopac in the future, but I am confident that this project is not the way forward. Most of the work proposed here revolves around the addition of express lanes, while leaving the configuration of general purpose lanes mostly the same. This will only serve to improve traffic times for people with the financial means to take the express lane regularly. Since things will likely be much the same for the average user of the general purpose lanes, this is a huge amount of money that will ultimately only benefit wealthier commuters. There are components of this proposal that I find compelling—mainly the way in which it handles southbound mopac near William Cannon. The two separate exits to William Cannon (one for southbound mopac, one for the 290 overpass) is a very clever solution to the constant lane-switching / criss-crossing that happens in that spot. Similarly, the removal of the infamous left-lane merge after the William Cannon exit is likely to help smooth things along as well. I strongly believe that small changes like this would meaningfully improve things for the vast majority of people for a much lower cost. Adding the express lanes does not benefit the average Austinite, only those who can afford to take it regularly. Adding the express lanes requires much more roadwork and development that will (1) make the roads much uglier and (2) present environmental risks over the Edward Aquifer recharge zone. Although your report claims there will be minimal impact, I am skeptical of that. Even still, it seems reckless to risk any environmental impact for something which will only benefit a few people. We could have a far smaller impact just by making changes that reduce merging / criss-crossing in the existing lanes. And lastly, with the proposed major renovations to i35 already on the horizon, it seems like a very bad idea to have both i35 and mopac under construction at around the same time. At the very least, if this project moves forward, I implore the people planning this should do everything possible to avoid overlap there. |
| **5/3/2026** | Noah Santee | I really do feel like this is just a money making opportunity disguised as something that would be “beneficial” for “everyone”. All toll roads should be banned and it’s absolutely ridiculous that they are even allowed to be built in the first place. No road project in Texas ever finishes on time, under budget, or completely follows through on the mitigation requirements for the environment. If this happens it will do nothing but make driving anywhere worse for the next several years, cause irreparable damage to the environment and aquifer, and line the pockets of greedy individuals who just want more money. These execs will in no way actually be impacted by any of the stupid things they are willing to put Austin residents through with the project. North mopac is an absolute mess despite the fact that it has express lanes and is wider. Going through with this will literally achieve nothing. |

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| **5/3/2026** | Noel Bridges | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Noelle Brimble | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Noelle Bruinings | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Noelle Stoddard | I oppose the expansion of S Mopac, the current infrastructure is more than suitable. Widening of mopac will have a huge negative impact upon wildlife, land, and strain on water resources. The addition of toll lanes will not be advantageous and lead to more catastrophic accidents. As a resident of South Austin, I am against the start of such a large project, especially with the considerable amount of surrounding construction on 290 and I-35. 290 is quite frankly a mess and beginning yet another project of this magnitude will cause substantial traffic delays and increase in accidents. |

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| **4/24/2026** | Nola Kogan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nola Kogan |

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| **4/24/2026** | Nola Kogan | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Nola Kogan |

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| **4/23/2026** | Nolan Adamiec | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Nora Gross | Dear CTRMA Board Members,<br><br>I am firmly against the MoPac South expansion. Its impacts on our communities, our waters, and the natural spaces that define Austin are potentially devastating. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. This is unacceptable.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Nora Gross |

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| **4/21/2026** | Nora Gross | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Nora Gross |

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| **3/26/2026** | Nora Harvard | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Nora Harvard |

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| **4/21/2026** | Nora Mahan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Nora Martin | Is this truly a money grab are the people in favor of this receiving bribes?<br><br>Austin has turned into some kind of hell. Expansion construction everywhere after the pandemic brought thousands of people to Austin to live. Traffic after 3 o'clock is impossible now how in the name of everything that rational can this be happening?<br><br>Please stop this please give us peace. Please get quiet and think of the peoples lives that will be affected by this nightmare.<br><br>Thank you.<br><br>*Nora Martin* |

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| **4/21/2026** | Nora Renteria | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Nora Renteria | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Norah Arias | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Norah Arias |

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| **4/26/2026** | Norah Arias | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Norah Arias |
| **5/3/2026** | Norma Williams | The proposed expansion of Mopac between Slaughter and Enfield is harmful to our city. Let's protect and preserve what we have, for the good everyone. |

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| **5/3/2026** | Norman Gillmeister | Dear CTRMA Board Members, As a long-time resident of Barton Hills, I STRONGLY OPPOSE the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Norman Gillmeister |
| **3/24/2026** | Norman Rice | Opposed to construction project |

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| **4/24/2026** | Norman Rice | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Norman Rice |

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| **4/28/2026** | Norman Rice | Dear CTRMA Board Members,<br><br>STOP MOPAC SOUTH EXPANSION! The proposed MoPac South expansion would widen 8.77 miles of highway through the Edwards Aquifer Recharge zone, which feeds Barton Springs and provides habitat for endangered species. The draft Environmental Assessment released by CTRMA downplays the potential impacts to water, wildlife, neighborhoods, and schools, but your voice matters. Submit your comments to make sure decision-makers hear your concerns.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the air quality and health impacts to students, teachers and staff at Austin High School and users of the recreational spaces adjacent to MoPac.<br><br>CTRMA has not sufficiently considered the following:<br><br>Environmental Protection Agency has recently strengthened the National Ambient Air Quality Standards for particulate matter (PM) 2.5 due to its harmful effects on respiratory and cardiovascular health, especially for children<br><br>Travis County's PM 2.5 levels already exceed the safe threshold of 9.0 micrograms per cubic meter, putting the region at risk of a "nonattainment" designation if air quality does not improve<br><br>Primary Air Quality Impacts: Direct Pollution Exposure: The proposed expansion includes lanes that would hang directly over the school, placing students at direct risk of breathing highway-generated pollutants daily.<br><br>Primary Air Quality Impacts: Increased Emissions: Critics argue that highway expansions lead to "induced demand," attracting more cars and increasing releases of nitrogen oxides (NOx) and volatile organic compounds (VOCs), which contribute to ground-level ozone (smog).<br><br>Primary Air Quality Impacts: Fine Particulate Matter (PM 2.5): Higher vehicle volumes are expected to increase airborne PM 2.5 from tailpipe emissions, brake dust, and tire wear. These particles are small enough to enter the bloodstream and are linked to respiratory and cardiovascular harm. |

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| | | Primary Air Quality Impacts: Urban Heat Island Effect: The addition of 110 acres of new pavement may intensify local temperatures, which can exacerbate existing air pollution and heat stress for students<br><br>Primary Air Quality Impacts: The proposed project will result in worsening air quality, further accelerating the climate crisis at a time when urgent action is needed. The addition of 110 acres of pavement will not only destroy green spaces but also intensify Austin's urban heat-island effect, making the city hotter, less livable, and more vulnerable to extreme weather events.<br><br>Primary Air Quality Impacts: Highway expansions, like this one, lead to increased vehicle miles traveled (for this project, a 331 million increase in VMT annually–equivalent to a single car traveling around the earth 13,000 times). Increased VMT means more cars on the road, more oil drilled, more fuel burden, and more tailpipe emissions, which releases harmful pollutants into the air like nitrogen oxides (NOx), particulate matter, and greenhouse gases. These pollutants degrade our air quality, create hotspots near the highway particularly the adjacent Austin High School, contribute to climate change, and exacerbate respiratory problems and cardiovascular conditions, particularly in vulnerable populations (think, children with developing lungs).<br><br>Primary Air Quality Impacts: It is disingenuous for CTRMA to state that air quality will improve over the lifespan of the project. This claim is not based on any design choice for the project; rather, it's based primarily on the presumption that vehicle fleets will transition to cleaner fuel technologies over time. While advancements in vehicle technology and stricter emission standards can reduce per-mile emissions, this assumption is entirely speculative and not guaranteed. Recent declines in electric vehicle (EV) sales after the expiration of federal tax credits demonstrate that rapid fleet transitions depend on external factors, not within the control of CTRMA or TxDOT. Given the State of Texas's proclivity to sue against federal regulations mandating the monitoring of highway-related emissions and the enforcement of federal vehicle emission standards, any reliance on the assumption of "cleaner cars" as a universal outcome lacks credibility and fails to account for the contested nature of these policies.<br><br>CONCLUSION: Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely, |

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| | | Norman Rice |
| **3/19/2026** | Not Provided | I would like to register my opposition to the proposed project. This project is a solution in need of a problem. The project will only add capacity at the cost of billions of dollars without increasing travel times and cause significant harm to the environment. The additional lanes will inevitably fill up with congestion or lead to congestion on nearby roads and more vehicles enter the system. I do not like congestion, so I would be in support of a fiscally responsible and economically sound approach of converting an existing mainlane to a dynamic toll lane with a bottom price of $0. This would allow anyone to pay to avoid congestion but also keep the lane free for the vast majority of the day. |

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| **4/3/2026** | Nyla Pete | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | Odin McDermott | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Odin McDermott |

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| **5/3/2026** | Olga Tumanova | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Olga Tumanova |

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| **4/17/2026** | Oliver Rajamani | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/17/2026** | Oliver Rajamani | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Oliver Caruso | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Oliver Caruso |
| **4/30/2026** | Oliver Critchley | The expansion of the highway will take land from the mother earth. Replacing that land with cars that emit CO2, generate noise pollution, and tires that leave microppastics that run off into our water supplies.<br><br>Please consider reducing traffic by promoting other means of transportation. Allowing bike lanes, pedestrian traffic, and public transportation will reduce the number of cars on the highway and reduce the amount of traffic without harming the environment. |
| **4/24/2026** | Oliver McDaniel-Chang | As a lifelong Austin resident and local highschooler, I am considered with the environmental impacts that would result from this project. I also believe that the project doesn't solve the core issue of congestion on the South Mopac corridor because it neglects the core facts of induced demand. Also, due to a track record of failures in solving congestion in previous similar projects. The only proven way to solve traffic congestion is viable alternatives to cars to reduce VMT. It is for these reason that I would like to advocate for CTRMA to consider an EIS by NEPA to examine the full environmental consequences and real efficacy of the proposed project. |
| **5/3/2026** | Oliver McDaniel-Chang | I am a rising Junior at St. Stephens Episcopal School and would like to take a second to voice my concerns for the proposed "MoPac South Project." The proposed extension would increase impervious cover, create toxic runoff from tires, and add more air pollution to environmentally senstive areas. These environementally sensitive areas include the habitats of two federally recognized endangered species. In other issues, as a high schooler myself, I worry for the students of Austin High School, because being in close proximity to the proposed area of the project, air pollution and vehicle noise would affect more of the student body. These projects also have a track record of failing to reduce congestion due to induced and latent demand. Finally , the project is diverting millions of taxpayer dollars away from other projects which would benefit the environment and reduce traffic congestion through the proven method of providing viable alternatives to driving, thereby reducing VMT. It is for these reasons that I recommend you should push for at least a Full Environmental Statement under NEPA. |

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| **4/26/2026** | Oliver Mills | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Oliver Moore | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Oliver moore | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Oliver Smith | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Oliver Smith |
| **3/19/2026** | Olivia Barrett | I DONT WANT: • A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: • Continuous pedestrian-bicycle paths along the project's length. • Converting an existing highway lane to a HOV/transit lane. • CTRMA to invest in transit, walking, and biking—not double down on highway expansion. This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. |

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| **5/3/2026** | Olivia Borglin | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Olivia Borglin |
| **5/2/2026** | Olivia Caldwell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>The backwards thinking of this project instead of a future orientated plan, disregards the very reasons our city is visited and busy. If you were to harm the heart of what makes Austin vibrant and thriving, the traffic would dwindle and your near 1 billion dollar endeavor would become obsolete. Protect what makes Austin unique and bustling.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Olivia Cruz | Hi, I’m a born and raised Austinite, of 22 years, that grew up swimming in Barton Springs every summer. I love it and so does everyone else. You know very well that the tourist we get, love Barton Springs as well. If you do this Mopac lane expansion it will plummet the health of Barton Springs. Years of history should not be damaged by extra toll lanes! The people of Austin and every single environmentalist ask that you please not destroy our springs. I urge you to complete a full Environmental Impact Statement. It is required by law. Please please keep our springs safe. |

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| **4/24/2026** | Olivia Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Olivia George | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Olivia Howard | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Olivia Howard |

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| **5/3/2026** | Olivia Lange | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Olivia Lange |
| **5/3/2026** | Olivia Machalek | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Olivia Machalek |
| **5/3/2026** | Olivia Ottmers | No to the mopac expansion |

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| **4/21/2026** | Olivia Perkins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Olivia Perret | Please do not build more highways over Barton springs watershed. This oasis is so special to me and many Austin residents. It's become a regular ritual for me and my friends to visit the springs during the summers. It is integral to our local ecosystem, as well as our community. |
| **4/30/2026** | Olivia Ring | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Olivia Toepfer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Olivia Toepfer |
| **5/3/2026** | Olivia Unkle | I urge you to think about how environmentally impactful this project would be. The watershed, the lake, Barton springs, and more are treasures of the city. This would be greatly disappointing if the city officials can’t open their eyes to this |

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| **4/27/2026** | Olivia Verosky | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Olivia Yarrow | We don't want more lanes on Mopac. Not only has this been proven to not help traffic, we are currently navigating construction on 35 for this already. We especially don't want 6 to 8 more lanes that directly (and negatively) impact Barton Springs. Barton is a sacred place. I urge you to do a full environmental impact statement. Please do this for everyone. |
| **5/3/2026** | Oluwatosin Awofeso | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February. The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate. Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request. A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further. |
| **5/3/2026** | Oluwatosin Awofeso | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February. I got two autistic kids who have never gotten to experience what i have, it'll take years before its safe enough to take them and I don't want it ruined just because the time wasn't taken to do a full study. The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate. Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request. A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further. Oluwatosin Awofeso - Austin, TX 78758 |

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| **5/2/2026** | Olya | I feel really upset about the incoming change around the Mopak and Barton Springs ecosystemand it's really going to affect my culture of life, culture of life of so many life speciesand people who live in the area but most importantly the whole ecosystem and I feel really outreachedand sad and I want to file my protest against this change.My name is Olya, my phone number is -.My name is Olya, my phone number is -. |
| **4/21/2026** | Olyver Dela Cruz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Oma Beloved | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/2/2026** | Omar Hernandez | Why aren’t we allowing high-occupancy vehicles (HOV) to use the express lanes? If the goal is truly to reduce congestion by lowering the number of cars on the road, enabling carpooling through HOV access would be one of the most effective strategies—something already proven in many major cities. Instead, across Austin, we continue to expand paid express lanes without incorporating HOV options. From a public policy standpoint, this raises a valid concern: are we prioritizing congestion relief and sustainable transportation, or are financial interests tied to toll revenue influencing these decisions? A balanced approach that includes HOV access would better align with the stated goal of reducing traffic. |

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| **5/3/2026** | Omar Longoria | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Omar Longoria |
| **5/1/2026** | Omar Valdez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Onawa Beth | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | Ondrey Valentine | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Ondrey Valentine |
| **5/2/2026** | Orchid Garcia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Ori Shimony | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Ori Shimony | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Orion Hansen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ory Barak | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ory Barak |

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| **5/3/2026** | Oscar Sanchez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Oscar Sanchez |

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| **5/3/2026** | Oscar Schaubert | I am confused as to what the point of this highway expansion project even is. If it's to reduce traffic, it won't work. We have seen repeatedly with both Mopac and I-35 that road expansions do nothing to reduce traffic. The new lanes quickly fill up with more cars and then you're back in gridlocked traffic except now the road is bigger and even more of an eyesore. The proposal is to build toll roads, so it seems like ultimately this is just driven by profits. I would strongly urge you to ask yourself if those few extra dollars are worth permanently destroying Barton Springs. If you go through with this project, history will not remember you fondly. Think for five seconds about anything other than revenue. I am begging you. This highway expansion is actually one of the stupidest plans I have ever seen in my life. That sounds like hyperbole but it's not. How anyone thinks this is a good idea and how this got approved is completely beyond me. The fact that our city leadership couldn't prevent this project just shows how - incompetent they are. After seeing this plan I have a strong urge to bash my head against a wall until my skull is crushed. |
| **4/19/2026** | Oscar Zoletto Luyando | To the Board and Staff of the Central Texas Regional Mobility Authority, I am writing as an Austin resident and a second-grade teacher in Austin ISD to oppose the proposed expansion of South MoPac. I spend my days with seven-year-olds who will inherit the city we choose to build now, and I want to register, plainly, that a wider highway is not the city they deserve. Expanding MoPac is an outdated and ineffective response to congestion. The evidence on induced demand is, at this point, not really in dispute: added lanes fill, travel times return to their prior equilibrium, and the public is left with a more expensive, more polluting, more dangerous piece of infrastructure than it started with. For a region that has formally committed to reducing greenhouse gas emissions and shifting mode share away from single-occupancy vehicles, a capacity expansion on a central arterial moves us in the wrong direction. It undermines the City of Austin's own climate plan and the mode-shift goals CTRMA has elsewhere endorsed. I would ask the Authority to redirect the ambition of this project toward investments that would actually serve the corridor: First, continuous pedestrian and bicycle paths along the full length of the project. South MoPac is currently a barrier as much as a route, and any major capital investment in the corridor that does not close the gaps in safe walking and biking infrastructure is a missed public obligation. Second, conversion of an existing general-purpose lane to an HOV and transit lane. This is the single change most supported by the evidence: it moves more people through the same footprint, improves transit reliability, and creates the conditions under which mode shift becomes rational for ordinary commuters rather than aspirational. Third, and more broadly, a reorientation of CTRMA's capital strategy toward transit, walking, and biking rather than continued highway expansion. The agency has the engineering capacity and the bonding authority to lead on the infrastructure Austin actually needs. Doubling down on a twentieth-century approach forecloses that possibility for another generation. Austin taxpayers have been asked to fund a transportation future. We are entitled to receive one. Thank you for your consideration. Sincerely, Óscar Zoletto Luyando Austin, TX |

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| **4/29/2026** | Óscar Zoletto Luyando | To the Board and Staff of the Central Texas Regional Mobility Authority,<br><br>I am writing as an Austin resident and a second-grade teacher in Austin ISD to oppose the proposed expansion of South MoPac. I spend my days with seven-year-olds who will inherit the city we choose to build now, and I want to register, plainly, that a wider highway is not the city they deserve.<br><br>Expanding MoPac is an outdated and ineffective response to congestion. The evidence on induced demand is, at this point, not really in dispute: added lanes fill, travel times return to their prior equilibrium, and the public is left with a more expensive, more polluting, more dangerous piece of infrastructure than it started with. For a region that has formally committed to reducing greenhouse gas emissions and shifting mode share away from single-occupancy vehicles, a capacity expansion on a central arterial moves us in the wrong direction. It undermines the City of Austin's own climate plan and the mode-shift goals CTRMA has elsewhere endorsed.<br><br>I would ask the Authority to redirect the ambition of this project toward investments that would actually serve the corridor:<br><br>First, continuous pedestrian and bicycle paths along the full length of the project. South MoPac is currently a barrier as much as a route, and any major capital investment in the corridor that does not close the gaps in safe walking and biking infrastructure is a missed public obligation.<br><br>Second, conversion of an existing general-purpose lane to an HOV and transit lane. This is the single change most supported by the evidence: it moves more people through the same footprint, improves transit reliability, and creates the conditions under which mode shift becomes rational for ordinary commuters rather than aspirational.<br><br>Third, and more broadly, a reorientation of CTRMA's capital strategy toward transit, walking, and biking rather than continued highway expansion. The agency has the engineering capacity and the bonding authority to lead on the infrastructure Austin actually needs. Doubling down on a twentieth-century approach forecloses that possibility for another generation.<br><br>Austin taxpayers have been asked to fund a transportation future. We are entitled to receive one.<br><br>Thank you for your consideration.<br><br>Sincerely,<br><br>Óscar Zoletto Luyando |

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| **4/16/2026** | Osorachukwu Ifesinachukwu | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Osorachukwu Ifesinachukwu |
| **3/24/2026** | Ow Lidsley | For when the project commences: I did not see any mention of how the traffic would be dealt with during road construction of proposed areas and how far in advance the public would be notified of the upcoming road closures. Additionally, I would like to see how traffic would look differently in the morning and afternoon rush hour periods after the projects are completed. |
| **3/19/2026** | Owen Bamford | This highway is horrible. In our modern age highway expanions are horrible for ourselves, for animals, and for the enviroment. The saying car ruins cities is real |

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| **4/23/2026** | Owen OBrien | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Owen OBrien |

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| **5/3/2026** | Pablo Rendon | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Pablo Rendon |

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| **4/3/2026** | Pablo Videtta | Dear MoPac South Project Team,<br><br>I hope you are doing well.<br><br>I am a nearby resident of the community located southwest of the MoPac Expressway, in close proximity to the La Crosse Avenue overpass. I have been following the proposed expansion outlined on the MoPac South project website and appreciate the effort to improve mobility and reduce travel times in our area.<br><br>While I understand the benefits of the project, I would like to respectfully raise a concern regarding the anticipated increase in traffic volume and the resulting noise impact on nearby residential communities. Given our proximity to the corridor, even with improvements occurring up to the Slaughter Lane overpass, we expect a noticeable increase in roadway noise levels South of Slaughter Lane.<br><br>Based on this, I would like to formally request that the project team evaluate and consider the inclusion of a sound barrier wall along the segment south of the La Crosse Avenue overpass, particularly in areas adjacent to existing residential neighborhoods.<br><br>We recommend that any proposed sound barrier be consistent with the wall constructed northbound of the La Crosse Avenue overpass as part of the previous MoPac/I-45 connection improvements, which serves the same neighborhood. This would provide continuity and a proven level of noise mitigation for residents in the area and the near by Wild Flower Center.<br><br>We believe this measure would help balance the benefits of the expansion with the quality of life of the surrounding communities. If there are ongoing or planned noise studies as part of the project, we would appreciate being informed of their findings and how mitigation measures are being determined.<br><br>Thank you for your time and for considering this request. We value the improvements being planned and hope to collaborate in ensuring they are implemented in a way that also protects nearby residents.<br><br>Please feel free to reach out if additional information or community input is needed.<br><br>Sincerely,<br><br>Pablo Videtta |

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| **4/20/2026** | Page Ellis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Paige Arnell | Please, do not expand MoPac. Our natural resources and green space in Austin are one of the most valuable assets we have as a city. We do not want to become a mass of concrete highways like Dallas and Houston. With the explansion of I-35, what will be left in between? I would MUCH, MUCH, MUCH prefer better mass transit options than more highway lanes. |
| **4/21/2026** | Paige Booth | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Paige Booth |

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| **4/21/2026** | Paige Dickey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Paige Dickey | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **5/1/2026** | Paige Garrett | Extra highway lanes are not worth ruining Barton Springs! |

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| **4/26/2026** | Paige Lizak | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Paige Losack | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Paige McInerny | Dear CTRMA Board Members, Highway expansion will neglect the safety of Austin citizens and tourist alike. The simultaneous construction across Travis county has had severe impacts on environmental quality and in turn provide a poor quality of life experience for those who live here. Between flood waters, air pollution, water contamination, and increasing urban island effect, further construction will continue to drive the migration of Austinites out of Texas in search of healthier regions to raise their families and invest in their futures. Keep Austin Weird and Don't Mess With Texas. Sincerely, Paige McInerny |

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| **5/3/2026** | Paige McInerny | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Paige McInerny |

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| **4/23/2026** | Paige Morgan | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Paige Morgan |

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| **4/28/2026** | Paige Morgan | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Paige Morgan |

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| **4/23/2026** | Paige Morgan | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Paige Morgan |
| **5/1/2026** | Paige Phillips | SAVE OUR SPRINGS AND SAVE AUSTIN |
| **3/19/2026** | Paige Ruby | I don't want the city of Austin to invest in bigger highways - I want us to invest more in bike lanes and public transportation |

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| **5/3/2026** | Paige Spann | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Paige Spann |
| **4/24/2026** | Paige Tynes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Paige Valente | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Paige Valente |

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| **4/27/2026** | Paisley Humpert | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Paisley Humpert |

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| **4/27/2026** | Paja Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Palak Thakkar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Pallavi Gokul | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. As someone whose commute this toll lane would supposedly be improving let me make it very clear: NO ONE wants this. STOP ruining our city. Grow a conscience. Sincerely, Pallavi Gokul |

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| **5/2/2026** | Paloma Escovedo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/2/2026** | Pam Quackenbush | Dear CTRMA Board Members,<br><br>I am a Physics and AP Environmental Science teacher at Austin High School, and I have both developed and used curriculum that highlights the work of local environmental advocates protecting the Edwards Aquifer recharge zone, the Barton Creek watershed, and Barton Springs. For decades, safeguarding our water quality, sensitive habitats for endangered species, and cherished parks and trails has been a priority for Austin. Once degraded, these natural resources would be extraordinarily difficult and extremely costly to restore.<br><br>Having taught at Austin High for 28 years, I understand the very real traffic challenges along South MoPac. However, it is my understanding that the projected benefit of the proposed expansion is only about five minutes along the corridor. For those living in south Austin, any marginal time savings due to the expansion will likely be offset by the prolonged congestion and disruption during years of construction.<br><br>I respectfully ask that CTRMA conduct a full Environmental Impact Statement, and to continue to work with the community to pursue alternatives that protect our water, wildlife, and neighborhoods. We deserve solutions that reflect our shared values and preserve the ecological integrity and community heritage of our city.<br><br>Sincerely,<br><br>Pam Quackenbush |

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| **4/21/2026** | Pamela Bennett | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Pamela Bennett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Pamela Kundla | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/20/2026** | Pamela Zacha | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Paola Sagel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Paola Williams | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Paola Williams |
| **5/3/2026** | Paolina Montes | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Paolina Montes |

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| **5/3/2026** | parker livingston | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, parker livingston |
| **3/12/2026** | Parker Welch | I oppose this project and the addition of yet more highway lanes in a region already choked with highway lanes. This concept will worsen our city's car dependence, increase sprawl in the Hill Country, and pollute the air and water of Austin. It is an unsafe, unwanted, and unnecessary project. It should be cancelled before it gets any further, and CTRMA funds should be redirected into trail, transit, and rail projects. |
| **5/3/2026** | Parnita Avala | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Parnita Avala |
| **5/3/2026** | Parysa Oskouipour | Placing Mopac under construction at the same time as I35 is a recipe for making the traffic problem this project aims to solve way worse and unbearable for commuters during this time. On top of that, part of what makes Austin so beloved to us is its green spaces and Barton Creek, which this project threatens environmentally since it runs through the Edwards Aquifer recharge zone. These are some of the last vestiges of old Austin in a city that has become increasingly unrecognizable to us locals. Please do the right thing here and scrap this project, and think more creatively on how to solve the city's traffic issues. "Just one more lane" does not sufficiently fix this problem, relative to the financial and environmental cost Austinites will be forced to bear. |
| **5/3/2026** | Patricia Bissar | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Patricia Bissar |

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| **4/22/2026** | Patricia Bobeck | Dear CTRMA Board Members,<br><br>Revised Comments to CTRMA proposal to expand MoPac<br><br>April 22, 2026<br><br>by Patricia Bobeck<br><br>I am a PhD hydrogeologist, retired employee of the State of Texas where I worked as industrial, hazardous, and radioactive waste regulator. I am writing to share concerns that I have not seen or heard mentioned about the proposed Central Texas Regional Mobility Authority project to expand MoPac 6-8 lanes and 8.8 miles in the N-S direction.<br><br>I am concerned about the additional amount of microplastic contamination that will fall onto the Edwards Aquifer Recharge zone and all land underlying and adjacent to the MoPac expansion for the life of this highway. This contamination is of course in addition to what MoPac deposits in its present configuration.<br><br>The March 24 meeting at Bowie High School made no mention of microplastic pollution to land adjacent or underlying MoPac structures, which leads me to believe that no one, including traffic engineers and environmental regulators, is taking this pollution into consideration.<br><br>Finding 1 below was presented in Cole Carrabba's Undergraduate Honors Thesis, entitled Accumulation of tire-derived microplastics on the roads in Austin, Texas, which was approved in May 2023 by The University of Texas Jackson School of Geosciences. Findings 2 and 3 were gathered from published literature on the subject and included in his thesis as part of the literature review.<br><br>Findings:<br><br>1) Road sampling in Austin identified an average of 4655 to 10920 tire/bitumen particles per square foot and 1651-6077 plastic particles per square foot after organic matter was removed.<br><br>2) Tires on cars and trucks lose between 10% and 30% of their weight on road surfaces during use (Grigoratos and Martini, 2014). That is 2.2 kg/4.85 lb of plastic per passenger tire at a 20% wear rate. |

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| | | 3) 90 to 99.9% of particles generated from tire wear remain on roadside until moved by water (Grigoratos and Martini, 2014; Wik and Dave, 2009) .<br><br>It is obvious that rain falling on the MoPac bridge washes microplastics and forever chemicals onto the underlying Edwards Aquifer Recharge area, where they move downward into the groundwater within the Edwards Aquifer. Why would we want to dump more pollution into the aquifer?<br><br>References<br><br>Grigoratos, Theodoros, and Giorgio Martini. “Non-Exhaust Traffic Related Emissions. Brake and Tyre Wear PM.” Report EUR 26648 (2014).<br><br>Wik, Anna, and Göran Dave. “Occurrence and Effects of Tire Wear Particles in the Environment–A Critical Review and an Initial Risk Assessment.” Environmental Pollution 157, no. 1 (2009): 1–11.<br><br>Sincerely,<br><br>Patricia Bobeck |

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| **4/22/2026** | Patricia Bobeck | Dear CTRMA Board Members,<br><br>Revised Comments to CTRMA proposal to expand MoPac<br><br>April 22, 2026<br><br>by Patricia Bobeck<br><br>I am a PhD hydrogeologist, retired employee of the State of Texas where I worked as industrial, hazardous, and radioactive waste regulator. I am writing to share concerns that I have not seen or heard mentioned about the proposed Central Texas Regional Mobility Authority project to expand MoPac 6-8 lanes and 8.8 miles in the N-S direction.<br><br>I am concerned about the additional amount of microplastic contamination that will fall onto the Edwards Aquifer Recharge zone and all land underlying and adjacent to the MoPac expansion for the life of this highway. This contamination is of course in addition to what MoPac deposits in its present configuration.<br><br>The March 24 meeting at Bowie High School made no mention of microplastic pollution to land adjacent or underlying MoPac structures, which leads me to believe that no one, including traffic engineers and environmental regulators, is taking this pollution into consideration. |

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| | | Finding 1 below was presented in Cole Carrabba's Undergraduate Honors Thesis, entitled Accumulation of tire-derived microplastics on the roads in Austin, Texas, which was approved in May 2023 by The University of Texas Jackson School of Geosciences. Findings 2 and 3 were gathered from published literature on the subject and included in his thesis as part of the literature review.<br><br>Findings:<br><br>1) Road sampling in Austin identified an average of 4655 to 10920 tire/bitumen particles per square foot and 1651-6077 plastic particles per square foot after organic matter was removed.<br><br>2) Tires on cars and trucks lose between 10% and 30% of their weight on road surfaces during use (Grigoratos and Martini, 2014). That is 2.2 kg/4.85 lb of plastic per passenger tire at a 20% wear rate.<br><br>3) 90 to 99.9% of particles generated from tire wear remain on roadside until moved by water (Grigoratos and Martini, 2014; Wik and Dave, 2009) . |

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| | | It is obvious that rain falling on the MoPac bridge washes microplastics and forever chemicals onto the underlying Edwards Aquifer Recharge area, where they move downward into the groundwater within the Edwards Aquifer. Why would we want to dump more pollution into the aquifer?<br><br>References<br><br>Grigoratos, Theodoros, and Giorgio Martini. “Non-Exhaust Traffic Related Emissions. Brake and Tyre Wear PM.” Report EUR 26648 (2014).<br><br>Wik, Anna, and Göran Dave. “Occurrence and Effects of Tire Wear Particles in the Environment–A Critical Review and an Initial Risk Assessment.” Environmental Pollution 157, no. 1 (2009): 1–11. |

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| | | _____<br><br>Sincerely,<br><br>Patricia Bobeck |
| **5/3/2026** | Patricia Bobeck | I am a PhD hydrogeologist who worked for various Texas state agencies during my career. |

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| **4/22/2026** | Patricia Bobeck | Revised Comments to CTRMA proposal to expand MoPac<br>Apri l 22, 2026<br>by Patricia Bobeck<br>I am a PhD hydrogeologist, retired employee of the State of Texas where I worked as industrial, hazardous, and radioactive waste regulator. I am writing to share concerns that I have not seen or heard mentioned about the proposed Central Texas Regional Mobility Authority project to expand MoPac 6-8 lanes and 8.8 miles in the N-S direction.<br>I am concerned about the additional amount of microplastic contamination that will fall onto the Edwards Aquifer Recharge zone and all land underlying and adjacent to the Mo Pac expansion for the life of this highway. This contamination is of course in addition to what MoPac deposits in its present configuration.<br>The March 24 meeting at Bowie High School made no mention of microplastic pollution to land adjacent or underlying Mo Pac structures, which leads me to believe that no one, including traffic engineers and environmental regulators, is taking this pollution into consideration.<br>Finding 1 below was presented in Cole Carrabba's Undergraduate Honors Thesis, entitled Accumulation of tire-derived microplastics on the roads in Austin, Texas, which was approved in May 2023 by The University ofTexas Jackson School of Geosciences. Findings 2 and 3 were gathered from published literature on the subject and included in his thesis as part of the literature review.<br>Findings:<br>1) Road sampling in Austin identified an average of 4655 to 10920 tire/bitumen particles per square foot and 1651-6077 plastic particles per square foot after organic matter was removed.<br>2) Tires on cars and trucks lose between 10% and 30% of their weight on road surfaces during use (Grigoratos and Martini, 2014). That is 2.2 kg/4.85 lb of plastic per passenger tire at a 20% wear rate.<br>3) 90 to 99.9% of particles generated from tire wear remain on roadside until moved by water<br>(Grigoratos and Martini, 2014; Wik and Dave, 2009).<br>It is obvious that rain falling on the Mo Pac bridge washes microplastics and forever chemicals onto the underlying Edwards Aquifer Recharge area, where they move downward into the groundwater within the Edwards Aquifer. Why would we want to dump more pollution into the aquifer?<br>References<br>Grigoratos, Theodoros, and Giorgio Martini. "Non-Exhaust Traffic Related Emissions. Brake and Tyre Wear PM." Report EUR 26648 (2014).<br>Wik, Anna, and Goran Dave. "Occurrence and Effects of Tire Wear Particles in the Environment-A Critical Review and an Initial Risk Assessment." Environmental Pollution 157, no. 1 (2009): 1-11. |
| **5/2/2026** | Patricia Bosak | Without a full environmental impact statement, I urge you to oppose the south MoPAC expansion. Why can't we put money into voter-supported rail instead of messing up the environment? I used to live in Portland, Oregon and the city did the hard thing and made this happen (rail). You can actually get around there and don't have to worry about traffic, parking and a compromised environment. Please don't make Austin Dallas.<br><br>Patricia Bosak |

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| **5/3/2026** | Patricia Castañeda | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Patricia Castañeda |
| **3/28/2026** | Patricia Dallmann | nderstand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/20/2026** | Patricia Jacobs | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Patricia Jacobs |

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| **5/2/2026** | Patricia Kennedy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | PATRICIA MESHELL | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, PATRICIA MESHELL |
| **5/2/2026** | Patricia Murphy | I'm a longtime Austin Realtor and recently retired. Because of my work and where I live in Sunset Valley I drove on Mopac South constantly. Even at its worst I found the delay in traffic only a slight irritation. What is proposed is an unnecessary expense and a huge threat to Austin's crown jewel, Barton Creek and Barton Springs. I strongly advise that CTRMA do nothing to threaten our creek. Do not build over the green belt. |

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| **4/20/2026** | Patricia Ricks | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | PATRICIA SALOMON | I worked for TxDOT for 10 years (1989-1999) |
| **5/3/2026** | Patricio Segura | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Patricio Segura |
| **5/1/2026** | Patrick Creel | I am writing as a concerned citizen of Austin and resident of Circle C neighborhood in SW Austin. I use Mopac every day and realize the traffic and congestion that exists but I do not support the long drawn out process of adding toll lanes that will have a huge environmental impact on the very things I love most about this city and area. I am an avid trail runner and cyclist and love the greenbelt, town lake and Violet crown trails, I do t want to see any of this out in jeopardy for larger lane roads. And quite frankly I am sick only seeing toll lanes that are added here, I just don’t understand why this is all that gets built. Why don’t we have HOV lanes?!? Please don’t move forward with this plan, I do not want to live through this construction for the next 10 yrs or so. And our Edwards aquifer is so precious and this will in no way add to its longevity and necessity of those it serve in our area. Please please please do not move forward with this extension plan. Thank you. |

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| **5/3/2026** | Patrick Fortson | I drive Mopac north and south 5+ days per week. I specifically use Mopac over I-35 because it is much safer and less congested. There is less construction (until you get to the toll lane construction near 183 where it is less safe!). There are almost no 18-wheelers. There are no toll roads south of the river (where you're proposing them). These are all great things that will be heavily disrupted with the South Mopac Expansion. We do not need toll roads. We do not need more construction for years and years making traffic worse not better. And at the end of it, it's supposed to save a few minutes unless you pay a bunch of money? $825 million dollars to save a few mins? And that is based on old data! Oh, but wait, how is it supposed to save time? Making a highway wider ENCOURAGES more traffic, it doesn't reduce it. And this is all a setup to connect Mopac to I-35 which will only encourage non-local commuters to further clog it and make it less safe. Wider lanes will just get filled up and $825 million will have been spent to get us right back where we were but after a lot of damage that wasn't necessary. Planning on starting this construction while the massive I-35 construction is ongoing is also dumb. There are so many elements of this "plan" that wreak to the high heavens. And it's not all because of the additional emissions that will be pumped out. So let's talk about that for a few minutes. All that construction and expansion and concrete to accommodate more cars/trucks creates more emissions, smog, and the runoff from a congested roadway that is going to directly affect the Edwards Aquifer. This project does not seem to consider the complexities and sensitivities of the Edwards Recharge Zone and the endangered species that live in it. It is ALL connected right in the corridor you're planning on disrupting, destroying, and impacting, but also adjacent to it because, again, it is ALL connected. Additional infiltrating runoff with oils and bacteria and other pollutants will directly enter the Recharge Zone which directly affects Barton Springs, the River, caves, and other sensitive features adjacent to Mopac. They're already at risk from Mopac as it is. How about we do something smart and not further stress the system so you can charge people tolls? (Yes, I'm a Professional Geoscientist who performs Geologic Assessments.) If you want to prove to me and all the other thousands and thousands of citizens that this project will not harm, then buck up and DO THE FULL ENVIRONMENTAL IMPACT STATEMENT. Update the data. Model it out. You'd see that expansion is not the solution and the impacts are not worth it. It's poor planning, incomplete and out-of-date data. Why do I even have to type all this out. The greed is astounding. Stop adding construction to make money while making our lives more miserable while also wrecking the sensitive environmental features that help make this city great. |
| **3/19/2026** | Patrick Garcia | We do not want a wider highway! Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining |
| **5/3/2026** | Patrick Greer | Please do not put new Mopac expansion lanes over the Barton watershed. |
| **4/21/2026** | Patrick Hunter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Patrick Kronfli | Please make sure that all environmental issues are addressed before this expansion happens. Should actually be a net positive to the environment from the project efforts. |
| **4/19/2026** | Patrick Lourde | Dear CTRMA Board Members,<br><br>Hi, my name is Patrick. I have lived off of mopac south for 8 years and have never had an issue getting home or to work/priorities with the current traffic layout. I along with all residents I've spoken to who actually live off of mopac south think want an expsnsion. Please consider other means like fixing the bottlenecks. I strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. |

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| | | Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. |

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| | | Thank you for your time and consideration.<br><br>Respectfully,<br><br>Patrick Lourde |

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| **4/21/2026** | Patrick Mallaney | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Patrick Mallaney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Patrick Miller | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Patrick Reid | This project would be an incredible failure of transportation policy and planning. Mopac runs through incredibly sensitive Enviromental areas which would absolutely be impacted by any construction taking place regardless of mitigation measures taken. The pollution and habitat disturbance will impact threatened and endangered species, not to mention the tens of thousands of people who recreate on the Green Belt, Town Lake and the trail. The alternatives need to be more seriously considered because the project in its current form is an atrocity. |
| **4/20/2026** | Patrick Wettig | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Patti Amaya | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Patti Amaya |
| **3/24/2026** | Patti Edelman | A managed lane will not alleviate the traffic problems and will damage the environment and water quality in the Barton Creek recharge zone. I oppose the plan that CTRMA is pushing on Austin residents without regard to our environment or what the long term damage that will be done. I also disagree with the process which excludes the public by not giving Austinites an opportunity to comment in a public hearing where the community can voice their concerns. |
| **5/2/2026** | Patton Bushong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Paul | I live off Slaughter Lane and drive Mopac north and south at least twice a day. For today and the future, there needs to be more lanes going in both directions. They should be toll free and provide easy access to William Cannon & Slaughter Lane. This is where much of the backup occurs each and every day. As more cars become electric and self-driving over the next 7 - 10 years, our lives will benefit greatly with the road improvements. The construction of MoPac South will be generational, and we should only have to do this once in 30-years if done properly. Please build two free lanes on each side and do it quickly. |

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| **4/29/2026** | Paul Alvarez | I am ok with the expansion but I am against additional toll roads. The expansion can be done without toll lanes. Please reconsider the toll lanes. Make them non-toll lanes.<br><br>Thank you!<br><br>Paul Alvarez |
| **5/3/2026** | Paul Curtis | Please add an additional lane each way from Slaughter Lane south to Toll road 45. I am concerned that squeezing the added Mopac expansion lanes down to the existing 2 lanes going southbound at Slaughter Lane will cause huge bottlenecks from there to Toll Road 45 during evening rush. At a minimum there should be 3 lanes each way to a bit past Lacrosse to allow for merging during evening rush. There are already backups northbound from Toll 45 through Slaughter during morning rush that require an additional lane so please add one there. Finally the toll authority should put a turnaround lane at Escarpment boulevard for people going to the Greyrock Ridge neighborhood. There was broad support to do so when Toll 45 was being built but the toll authority never got around to it and now traffic backs up there during evening rush. |
| **5/3/2026** | Paul Foster | We want the no-build option, particularly because the presented plan is to increase tolling, turning a public project into private profit, and further increasing the advantage of the wealthy. We especially don't see the point of two toll lanes, and from experience with the north mopac lanes, we don't believe that this will benefit EMTs, because toll lanes become almost as crowded as non-toll. We also don't believe enhancing the number of vehicles on mopac is good environmentally. |
| **4/20/2026** | Paul Hudson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/7/2026** | Paul Kornfeind | To the Central Texas Regional Mobility Authority,<br><br>As a daily commuter on MoPac South and a business leader in Austin, I am writing in strong support of moving this project forward.<br><br>For the past several years, I have experienced firsthand what so many in our city face each day—extended delays, unpredictable travel times, and the steady erosion of productivity and quality of life that comes with it. This is not a minor inconvenience. It is a material issue that impacts how we live, how we work, and how our city functions.<br><br>MoPac South is not just another roadway. It is a critical artery for Austin—supporting nearly 200,000 vehicles a day and connecting people to their workplaces, businesses, and communities. The current level of congestion is not sustainable, and the cost of inaction is growing every day.<br><br>From a business perspective, this matters deeply. Reliable transportation infrastructure directly affects employee retention, customer access, operational efficiency, and overall economic vitality. When people cannot move efficiently through our city, everything slows down—including opportunity.<br><br>I recognize that no single solution will solve congestion entirely. However, this project represents meaningful progress. The addition of express lanes, improved access points, and multimodal enhancements provides much-needed optionality and relief in a corridor that is under constant strain.<br><br>Equally important, I appreciate that this process has incorporated community input and evolved over time. That matters. It shows a willingness to listen and adapt—something that should continue as the project advances.<br><br>At some point, planning must give way to action.<br><br>We have studied this corridor. We have experienced the problem. And we understand the stakes. Now is the time to move forward with thoughtful, well-executed solutions that support both mobility and the continued growth of our region. |

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| | | Austin’s future depends on our ability to keep it moving.<br><br>Respectfully,<br><br>Paul Kornfeind<br><br>Honor the past, lead in the present, build for the future—the legacy continues.<br><br>Paul Kornfeind MCM, CCE, CCM<br><br>General Manager<br><br>The Austin Club |
| **3/25/2026** | Paul Miranda | I am surprised that there is no plan for lanes that change direction for morning and evening rush hour since so much of the traffic south of the river is time of day based |
| **4/30/2026** | Paul Murphy | NO! mopac extension simply is not necessary Too much traffic already Too much noise already Too many accidents already Too little water and resource management already |

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| **4/21/2026** | Paul Rafael | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Paul Sanchez Navarro | First, remove all tolls on any Austin roadways, especially the elitist pay lanes in the city and I-45, and pass an ordinance that all commercial trucks not delivering in Austin have to take 45, AND, start commuter train Austin to San Antonio, Monday thru Friday, 6:30-9:30 am and 4:30-7:00 pm on existing tracks. Get data for a year, then decide on any expansions. |

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| **4/22/2026** | Paul Wintle | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Paul Wintle |

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| **4/22/2026** | Paul Wintle | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Paul Wintle |
| **5/3/2026** | Paula Beaird | I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone, to provide alternatives, and to include public input. |
| **5/3/2026** | Paula Beaird | I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone, provide public comment. |

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| **5/3/2026** | Paula Beaird | I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city, including my own heart and spirit, the sole reason I moved to the Zilker neighborhood 24 years ago. I had to move into Austin proper from Lake Travis for my work and chose this neighborhood specifically because of proximity to the cooling springs, the Greenbelt hike and bike trails, and the community feel of picnics in the beautiful park while playing with my dog. While living previously in El Paso for 20 years, I would come to Austin for business, take a dip in Barton Springs during the day, and go back to business. I felt the spirit then, and never forgot it. When I walk the trail along Lady Bird Lake that goes by Lake Austin High School, I see students doing outdoor activities at the school, projects along the lake, and enjoying their lunch at the lake. This MoPac Expansion project will devastate the school's air quality, programs and activities. The Environmental Assessment does not adequately address this significant community impact. The proposed expansion would widen the existing MoPac up to as many as thirteen or eighteen lanes in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake along the historic public high school, bringing additional pavement, elevated roadway structures, greatly increased noise and air pollution to the area that includes the high school and its students. The Draft Environmental Assessment concludes that MoPac South expansion will not make significant impact to endangered species or water quality. I understand the fragile nature of this incredible landscape, and can't understand how the assessment came to that conclusion from the facts within the assessment itself. The entire project lies directly over the Edwards Aquifer Recharge Zone where rainfall and surface runoff immediately moves through caves, fractures and sinkholes into the aquifer with very little natural filtration. The assessment acknowledges the karst features within the project area, with multiple creeks intersecting he corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool, yet provides little to no protection to these features while exposed to the project's construction. The huge amount of expanded pavement will inevitably increase stormwater runoff and introduce pollutants, such as sediment, hydrocarbons, tire particles, and heavy metals. The same runoff and pollutants will affect the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. The document recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the Edwards Aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. Mature trees and native vegetation will be removed for construction easements, reducing canopy cover and habitat connectivity, adding 110 acres of new impervious cover, and exacerbating Urban Heat Island impacts, further intensifying our already long, hot summers. This proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. Besides recreation, they are part of my and many Austinites' daily life, walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. For over a decade, Austin residents have been opposed to this issue. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures. Yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. Millions of us who moved to Austin for these iconic features, those born here, and those whose families have been here for generations, must not be "runover" by lack of full impact evaluation, alternatives and our participation. Federal environmental law requires full evaluation of cumulative impacts, examination of reasonable alternatives, and allows meaningful public |

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| | | participation. A full Environmental Impact Statement would provide this transparent, comprehensive analysis. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. If we lose Barton Springs now, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. |
| **5/3/2026** | Paula Davis | Hi, this is Paula Davis. I just moved to Austin about a year ago and one of the main reasonsthat I moved here is because I love Barton Springs and I love nature. I am a disabledwartime veteran and a former single mom and I am now a full-time artist and I just absolutelyadore the nature here in Austin. It's sacred and beautiful and I am all for progress andI've been in real estate, different areas for a lot of time, but there's something reallyspecial here with the springs.And I would really, I think you would be remiss to not do a full impact statement, environmentalimpact statement and assessment before any further work on MOPAC happens that might affectthe springs, even if it's not thought to affect the springs.Understanding how all these things are interrelated, I feel I'd be remiss if we didn't do thatahead of that.So I am requesting that a full impact assessment be doneand that it be publicly be reviewedprior to any additional expansion consideration.Again, I'm Paula Davis and I am a Marine Corpswartime veteran, a patriot and a lover of Barton Springs.Thank you. |

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| **5/3/2026** | Paula Ivey | This is THE WORST idea I have heard in decades. Do not allow this to happen even though I live in South Austin I would benefit from this expansion. I do not want it. It is not good for the city. It is not good for the environment. It's not good for our public space. we need to find more viable solutions. |
| **4/20/2026** | Paula Levihn-Coon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Paula Valero Salvado | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Paulina Reynosa | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Paulina Reynosa |

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| **4/22/2026** | Paulina Salinas | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Paulina Salinas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Paulo Oeste | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alyssa West |

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| **5/3/2026** | Paulo Oeste | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Alyssa West |
| **5/3/2026** | Payam m | Using taxpayer funds to pay for TOLL ROADS that only benefit a private company is a SCAM. We should abolish all toll roads in the state. Not to mention the environmental, societal, and reputation impacts this scummy project would have on our city. Any politician that advocates for this toll roads expansion should be investigated and removed from office. |

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| **4/20/2026** | Payton Antonacci | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Payton Antonacci | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Payton Antonacci |

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| **3/18/2026** | Peach Reynolds | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Peach Reynolds |

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| **4/28/2026** | Peggy Krug | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Peggy Krug |

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| **4/20/2026** | Peggy Pickle | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Peggy Winkler | Dear CTRMA Officials and Stakeholders,<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - |

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| | | “Austin Faces Diminished parks<br><br>growth” dated 02.05.2026: “Austin already falls short: less than 18.5 acres of parkland per 1,000<br><br>residents — 77% of the residential goal, a gap of roughly 5,700 acres.<br><br>”<br><br>This project must not widen that deficit.<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance<br><br>Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species<br><br>only); trees 4"<br><br>–19" at 3:1 (native species only) in the right-of-way and in parks. All terrestrial<br><br>plantings must be native or regionally adapted, with a watering and maintenance plan ensuring |

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| | | 85% survival. (See Exhibit A.)<br><br>Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project. |

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| | | Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>EGA also requests two Non-Required Mitigations:<br><br>Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund |

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| | | ongoing land acquisition for environmental mitigation and green infrastructure. Over time these<br><br>funds should also incorporate an escalation clause to compensate for traffic demands.The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to<br><br>the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science<br><br>Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool.<br><br>CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility<br><br>improvements along a highly congested corridor serving thousands of Central Texans each day.<br><br>The public's active participation demonstrates the importance of this project to Austin's<br><br>residents and underscores the need for thoughtful, transparent decision-making.<br><br>EGA is a strategic partner in this process. We will advocate within current political realities while<br><br>holding firm on the protections Austin deserves. EGA urges CTRMA to include all |

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| | | recommended mitigations, thereby demonstrating that superior infrastructure and<br><br>environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>Peggy Winkler<br><br>Sent from my iPad |

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| **4/24/2026** | Penny Halcyon | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Penny Halcyon |

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| **5/3/2026** | Perrine Bourgeois | Edward and the aquifer  Edward works in tech downtown Austin. Every evening, he drives his Cybertruck back to his home in Westlake. Edward loves clicking buttons for a living. It brings him much money and status. Edward does not like sitting in traffic every night. His designer guard dog, Menace, is waiting for him at home. Plus, here is a girl who is young and properly impressed by his money and status, who he would like to take on a date tonight. His Cybertruck is crawling along MoPac and the empty space in his heart fills up with anger. Why can't the city make MoPac bigger to accommodate his big car? He pays enough taxes for this after all. All this time lost in traffic! Everyone knows that time is money. Traffic came to a full stop. Edward reverts to praying in this desperate time. He asks God to get him out of there. To his great surprise, God listens. The Earth cracks under his car, and he and the car start to sink into the melting asphalt. Panic hits him. Should he get out of the car? He couldn't possibly abandon his beloved truck! His heart pounding in his chest, he looks at the road rise to the level of his windows before swallowing the car entirely. It is dark now and strangely cool. The heat of the surface recedes underground. Edward turns on his headlights and sees bubbles rising: he is submerged in water! What is going on? Good thing he decided to buy a tank-like contraption to commute to work. The lights of his trucks turn off suddenly, and he is immersed in darkness once again. Not seeing makes him nervous.  "Don't be alarmed," says a sweet and delicate voice. My children prefer the darkness. I heard your prayer and decided to answer it." "Who are you?" "I am the Goddess of the Spring, and I agree with you. Sitting in a metal box under the roasting sun is no way to live your life." "I didn't ask for help from no Goddess. I was addressing our Lord and Savior, who is in the sky." "Most do, nowadays. He is pretty busy though, so I thought I'd give you both a hand." Edward recoils at accepting help from a woman. Doesn't she know that men are meant to lead? Maybe he should show her. "Look, lady, I understand that you must be a big deal in your little underwater world, but I am important in the real world, ok? I have no time for your bull-." "You are certainly important enough to have your prayer answered. Tell me, Edward, what do you do?" "I leverage the power of AI to upscale the software industry." "That certainly sounds important. Can you show me?" "Of course not, I don't have my computer. What do YOU do anyway?" "I give birth and manage life in this area." "I see, you are a stay-at-home mom then…" "Sort of. I can show you what I do if you'd like." "If I play along, will you set me free? I have a date tonight." "Love? Oh, I wouldn't want you to be late for that! It will take no time at all, and who knows? You might learn something" "Fine. Show me then." Once he gave his consent, Edward was sucked out of his truck and into the water. This was terrifying. He still couldn't see a thing, but he found he could perceive, as if his other senses were taking over. He held his breath as long as he could, but the voice of the Goddess reached his ears, telling him to breathe. All of his instincts were telling him not to, but once he could no longer hold his breath, he inhaled deeply and the water was nourishing instead of deadly.  Taking it in through his gills, through his skin, the cool water was life-giving. "What did you do to my body?!" "I just made it more efficient for the environment. No human ever comes this deep." Edward swam around, testing the limits of his new body. His senses detect a kin. Another human? No, he is no longer human now. What is he exactly? "Hello, friend," says a congenial voice. "What are you?" "My name is Newt. I'm a salamander, duh! Just like you." "I'm not like you! I'm human." "Oh, I'm sorry to hear that." "Why would you be sorry? Being human is awesome. I could eat you for breakfast." "I don't have much human interaction, to be honest, but my brothers and sisters near the surface are saying humans are sad. Deeply so. It drives them to destruction because sadness creates a hole inside themselves, and they go to great lengths to fill it so it stops hurting." "Shows what you know. We humans are superior. When we destroy it's to rebuild better. Plus, we have to eat." "Oh, I understand that. Survival is hard work." "Humans have risen above survival. We are thriving as a species." "Wow. Thank you for telling me. I'll tell Frank this hole of pain inside humans is a myth." "Yes. You do that. I'd like to meet this Frank and give him a piece of my mind."  "Great. He lives near the surface. Follow me, human-salamander!" As Edward swam up after Newt, he felt as if he were gliding through water, his body perfectly adapted to the cool water and dark depths of the aquifer. It was quite a long swim, and as he elevated, he reflected on what Newt had said.  His body was very different right now, obviously, but something else had changed inside him. He felt…light, content and…whole? "Goddess?" He asked tentatively, "I was feeling really frustrated a minute ago. Where did it all go?" "The frustration is still there, but it is part of your human body. You shall be reunited with it once you decide to go back." Edward was in no hurry to be reunited with his frustration. This body was fast and supple. He was going to enjoy it while it lasted. He felt like more light was trying |

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| | | to penetrate his blind salamander eyes, and was the water getting slightly warmer? Suddenly, a current started pushing him towards the surface. ”Newt?” He said anxiously. ”Relax, the water is here to help you, don’t fight the current, ride it.” So Edward did, and it was one of the most freeing sensations he’d ever experienced. Surrender. Trusting the water, he let it take control and was rewarded by effortless momentum. When the current stopped, his paws registered hard stone underneath him, and the silence of the depth was replaced by a deafening cacophony. ”I know,” said Newt. “This is why I usually keep to the depths. There are many friends up here, though. Follow me.” Edward followed, keeping his paws on the limestone. The water was moving in many directions here, including a few instances that felt like explosions. ”Hi Frank!” Said Newt, and Edwards' senses registered that Frank was no salamander. Bigger, scalier, faster: Frank was a fish. ”Hey Newt, long time no see. I thought you said you’d never come topside again after your last visit.” ”I’m showing the newbie around.” ”Ohhh…” said Frank, “A new conquest of yours?” ”Absolutely not!” exclaimed Edward, outraged at the thought of his romantic prospect of the night shifting from a pretty girl to a male salamander. “This was fun, pal, but I am going back down the aquifer. Frank will show you around.” Without delay, Newt left Edward. He was about to ask Frank about this whole nonsense he was spreading about humans, but the fish said “Hide” and swam under a large stone. Edward followed, sensing Frank’s panic. Under the rock was another fish, protecting a few tiny ones. “Hi, honey, I saw the shadow of a cormorant.” Edward felt vulnerable in his salamander body and everything was so damn loud. He wished he were a fish as well so he’d have scales to protect his mushy body, and now that there was light, he wished he could see. No sooner had he made this wish than his eyes started to see but on either side of his head. He was a fish! Frank startled, “Who are you?” ”I’m Edward the salamander. I’m a fish now, but really, I am a human shapeshifting. Which leads me to my question for you. Did you tell Newt that humans were empty inside?” “I’m just saying what I observe. I see a lot of humans here every day, and they talk so much. Oh, here is one coming.” One of the explosions Edward had heard as a salamander detonated. He saw a massive foot kick powerfully inches from his head. Rude! At least now he could see the threatening foot coming. “I hear humans talk about loneliness and lack of purpose. They say the sadness and stress they carry around feels a little lighter when they come here, but they can’t come as much as they’d like because “you know…life gets in the way.” Tell me, Edward, what do they mean? What more is there to life than this?” ”I’m glad you asked. The world outside is much bigger and busier. Most people spend the week at work and the weekend with their family and friends. They don’t have time to visit you and your Goddess.” ”Goddess? You mean Mother?” ”Sure, whatever you call her. The one who brought me here.” ”The Mother is responsible for everyone’s life, including humans. So this work is your natural element? Humans are designed to work?” ”I guess so. What do you mean by natural element?” ”I am a fish. I was designed to swim, eat this plant, and make other fish. What were humans made for?” “We walk and eat and reproduce as well, but this is basic design if you ask me. The water, you, the plants, the rocks…you are all part of nature. Humans have evolved beyond nature.” ”Interesting. Your life must be much better than ours then. The thing is, I hear humans complain SO MUCH. Fish don’t really complain.” The lady fish added, “I heard my friend complain once when the cormorant ate her children. Do you have predators eating your children? Or eating your food?” “No. That’s what I was trying to explain. We are at the top of the food chain. There is nothing above humans.” “Then you must be the happiest species on Earth!” Edward thought of this. He thought of his therapist and the antidepressant he was taking sometimes, the panic attacks that would make him feel like he was dying, the long weekend spent alone, and the hole in his human heart. Edward looked at the fish family with his fish eyes. They were never lonely. Looking inside his little fish heart, Edward realized that as a fish, he had no hole in his heart. He had the water and food and other fish, he had everything. He must have looked vacant because Frank said: “You should talk to Martha. She has been around for much longer than me and she can explain better than I do.” Frank swam away into the long stems of a patch of water plants. Edward followed. ”Hi, Martha. There is someone here you should meet.” Through one of his eyes, Edward saw the distorted shape of a turtle. Slowly, Martha rose to meet them, and Frank said, “Hide!” Reflexively, Edward hid lower in the grasses and saw Martha give them a condescending smile. I wish I were a turtle, so I didn’t have to hide from cormorants, thought Edward. Now he felt a heavy shell settle on his back and a languor in his movement. “And he changes again, I’m going back to the missus, and tiddlers,” Frank said before disappearing into the forest of vegetation. Edward asked, “Martha, do you know why humans are miserable?” “Humans changed. |

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| | | Generations ago, they were drawn to this place in devotion. Many tribes worshipped the Goddess of the Spring. Imagine back then, in the arid land of central Texas, spring water burst forth from the Earth. A true gift. A true miracle." "Well, sure. They were savages; we are civilized. We have air-conditioning now." Martha looked at him with her large, beady eye and took her time before replying. "What is it your heart desires, Edward?" "I was brought down here because I wished for MoPac to be bigger so I didn't have to sit in traffic every night." "Will that solve the deeper issue?" she asked with a drawl. He was going to say that, of course, it would solve his commute and he'd be happier as a result. But taking a page from Martha's book, he took his time before answering and realized that the emptiness in his heart was there before the bad commute, it was there before he moved to Austin. He sees it reflected in his peers and parents, so surely he is normal for feeling that way. It must be the human condition. Frank said as much. Instead, he said, "These people long ago, were they happy?" Martha smiled slowly and said, "You are starting to ask the right questions. They were…different from the people I see today. They worshipped the four major fountain springs of Texas: Barton, San Pedro, Comal, and San Marco. They used the water for purification rituals and as spirit water, connecting them to their ancestors and guides. They lived in harmony with nature." "That's hardly an answer to my question." She smiled again, her deeply wrinkled face extending. "They felt that the health of the spring reflected their own. They honored these waters as a way to keep their people healthy and happy." "Well, that was the old days. We have hospitals now to keep people healthy." "Perhaps this generation needs to focus on keeping people happy then." Before he could reply, Edward was sucked underground by an invisible current that left Martha untouched. A moment later, he found himself back in human form, in his truck. The voice of the Goddess resounded through the truck's speakers. "If you visit me and honor me, Edward, I will teach you how to fill this missing piece inside your heart. The one humans like to ignore or fill with fear and sadness. I brought you here today so you'll understand. An extension of MoPac will compromise my health, and it will bring harm or death to my children. Newt, Frank, and his family, Martha, and many others will be put at risk." The Cybertruck started to lift through the waters. Before it reached the surface, Edward asked, "Tell me, Goddess, what am I missing? What is supposed to fill my heart where pain now lives?" "Connection, Edward. Connection to nature, to yourself, to others, and the divine." With these last words, the truck regained its place on the highway, and Edward stood once again in traffic, stunned. |
| **3/20/2026** | Perron Denais | Please do not expand MoPac! This highway does not need more lanes, it needs more pedestrian and bike access. It is already hard enough to cross on foot or bike, and widening would only make it worse. Please consider simply converting an existing lane to HOV instead. |

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| **4/29/2026** | Perron Denais | Hello,<br><br>I am writing to express my strong opposition to the expansion project that is planned for MoPac south. I am a resident in the Zilker neighborhood and I believe this project will make the experience of living south of the river worse, both in the near term with construction and in the long term with the highways new footprint.<br><br>The hundreds of acres of added pavement will only contribute to a worsening heat island effect in an area of the city that prides itself for its greenery. I don't believe this project will actually improve the driving experience either, as induced demand will ensure rush hour traffic no matter how many lanes are added.<br><br>This money should instead be used to improve the city by helping to build a world-class rail, bike, and pedestrian network. From where I live, I have to go out of my way to bike downtown and take the Red line up to work north of the domain, and this project will not improve the driving experience in a way that will change my behavior. Building a high quality commuter train that extends south as well as north would actually make a difference in my mobility within the region.<br><br>Perron Denais |

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| **4/27/2026** | Perry Rickard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Perry Westman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Perry Westman |

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| **4/19/2026** | Perseis Salazar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Pete Brubaker | I've been an Austin resident since 2008 and drive a car, ride a motorcycle and also bicycle commute whenever possible. I've been an advocate for the violet crown trail, actively participating in clean ups sponsored by hill country conservancy, and the recent trail connection has finally provided continuity after most of the time I have lived here. I understand that our infrastructure needs to constantly be assessed and improved upon, but this is already a car centric city that has long term construction already in progress on lots of other major arteries, particularly a long term one starting with i35. These other expansion projects should be completed first and the outcome reassessed before taking on other projects that would impact traffic flow. Furthermore, the impact through the greenbelt and Barton Creek waterways seem like a highly negative tradeoff for widening car infrastructure on this route that would minimally improve driving experience |
| **3/23/2026** | Peter Breton | Stop trying to widen the damn highways! CARS DON'T WORK TO FIX TRAFFIC! Only more space- and power-efficient vehicles, like buses, trains, bikes and scooters do. All you're going to do is ruin our climate, our air, and our goals! Austin doesn't want highways! UPDATE MoPac - turn a lane into an HOV/express lane which increases the total throughput by managing use! Put bike lanes/shared-use paths along the whole alignment, so that people without cars can use the space too. Lastly, stop wasting TAXPAYER MONEY on INEFFECTIVE projects which only ruin the surrounding community. MoPac expansion = yuck. |

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| **5/3/2026** | Peter Breton | Dear CTRMA Public Involvement Staff,<br><br>I live in the Spyglass neighborhood, directly along the proposed MoPac South project. I oppose the proposed project, and furthermore any widening of any major roadway in the Austin area, considering the magnitude of literature and real-world examples which demonstrate that more lanes do not solve our needs for transportation.<br><br>First and foremost, CTRMA should complete a full EIS. This is an environmentally sensitive area!<br><br>Secondly, any rebuilding of MoPac South (expansion or not) needs to significantly improve pedestrian, bike, and transit connectivity.There's no safe east to west crossing of the creek on foot or bike anywhere south of Barton Springs Rd. Only one side of MoPac even has sidewalks. The only safe bike path drops off completely before even reaching Southwest Pkwy. CTRMA should connect the whole length of MoPac with a continuous (barring intersections) off-street shared use path at minimum.<br><br>Lastly, CTRMA should build (or at least reserve ready-to-build space for) a double tracked railroad segment along the whole alignment so we can feasibly build regional rail if the state ever gets its act together.<br><br>In summary: CTRMA SHOULD STOP WASTING MY MONEY ON BROKEN SOLUTIONS!!<br><br>Thank you for the opportunity to comment, I hope you all have a wonderful week!<br><br>Cooperatively,<br><br>Peter Breton, resident at - |

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| **3/16/2026** | Peter Craig | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. As an Austinite of 20 years, I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Peter Craig |

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| **3/18/2026** | Peter Craig | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>“If built, the expansions will turn MoPac into a road it was never designed to be, creating unbearable gridlock, and putting Austin and Travis County’s water quality at risk. Converting MoPac from a local commuter highway to an Interstate 35 alternative via new toll lane construction is extremely ill-advised, especially given the presence of the environmentally-sensitive Edwards Aquifer Recharge Zone in this area.” -- Annalisa Peace, Executive Director of Greater Edwards Aquifer Alliance<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| **3/19/2026** | Peter Craig | Please do NOT expand Mopac from downtown to Slaughter lane- it would be a gross violation of the sensitive environmental zone near Barton Springs that is the CROWN JEWEL of Austin. This development would endanger and even destroy Barton Springs and the sensitive recharge zone over time. As a concerned citizen who speaks as a co-partner in Go Local Austin, representing hundreds of local businesses and thousands of residents, I do not want: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. We do support: Converting an existing highway lane to a HOV/transit lane. CTRMA investing in transit, walking, and biking—not doubling down on highway expansion. Thank you for your consideration. Sincerely, Peter Craig |

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| **4/24/2026** | Peter Craig | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Peter Craig |

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| **4/24/2026** | Peter Craig | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Peter Craig | Dear Central Texas Regional Mobility Authority,<br><br>I stand with the Better MoPac Coalition in OPPOSING the expansion of MoPac South. As a longtime citizen of Austin, I DO NOT want:<br><br>-More traffic, pollution, noise, and crashes<br><br>-110+ acres of new highway pavement<br><br>-$825m+ wasted, which could fund transit, bicycling, & walking<br><br>-9 years of construction for a worse outcome<br><br>Instead, I SUPPORT regional rail and a world class bike/pedestrian network. I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Please take this comments seriously. Thank you!<br><br>Sincerely,<br><br>Peter Craig<br><br>--<br><br>Peter Craig, MA, LPC |

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| | | tedx speaker \| psychotherapist \| musician<br><br>http://presencewellness.co<br><br>https://linktr.ee/peterjcraig |

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| **4/23/2026** | Peter Cross | To the CTRMA:<br><br>I am very strongly opposed to the MoPac South project as it currently exists. Please immediately take the actions needed to improve your analysis, better understand the issues, and significantly improve the cost benefit. With this plan, CTRMA spends money they don't have. I support looking for ways to improve traffic flow and travel times on MoPac. But CTRMA hasn't done a good job increasing the value received, and needs to consider other, better alternatives.<br><br>As currently proposed, the cost/benefit of the project clearly doesn't justify completing the project, for a number of reasons. As a starting point, the project is budgeted for over $800 million and the actual costs will certainly be considerably higher than that. The CTRMA current analysis Figure 3-1, 2C says that spending this huge amount of money will improve the northbound travel time by 6 minutes by 2045 and only 9 minutes for southbound. That is an unacceptable return on investment. And it doesn't include all the Mopac traffic delays the project will cause for thousands of travelers each day for the 5 or more years the project is in process. In addition to very significant traffic delays on roads adjacent to MoPac.<br><br>In addition, CTRMA has done very limited environmental analysis. That's unacceptable. A full environmental impact study is clearly a basic part of evaluating a project such as this. Please initiate an environmental impact study immediately, before proceeding with more planning. There is an extremely high likelihood that this project will result in increased air, water, and sound pollution, which will never be able to be fixed.<br><br>My grandchildren go to Austin High. This project will clearly negatively impact them. The air they breathe at school will be dirtier. They will be bombarded with much more noise. And the traffic around Austin high will increase significantly, making |

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| | | it harder for them and me to get them to and from school.<br><br>From my perspective, the CTRMA goal seems to be to try to drive everyone to toll lanes, to get as much toll revenue as possible. Your goal should be to have a project with high value added, and low environmental and other impact. |

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| **5/3/2026** | Peter Holley | My name is Peter Holley. I am a native off tonight. I've lived here most of my lifeI was born and raised here calling about the Mopac South expansionI think the disgrace that we would even consider adding more highways to an area that is environmentally sensitiveOne that's already under extreme strain because of the number of people who have moved here number of cars on the roadThe way the environment is changing as climate change worsened. We cannot afford to lose more of Austin spring spaceIt is a huge issueIt is the primary reason people live here because they have access to green space.Anything that compromises that should be completely at the table.I am furious as a local native off tonight to see my city change the way ithas to see its values change.This place should remain as environmentally protected as possible.Thank you. |

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| **3/12/2026** | Peter Jeffe | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>As someone who has lived along Barton Creek for over 30 years I have witnessed the degradation of this formerly pristine waterway from the surrounding development. Nothing can undo this damage once it is done.<br><br>We know that adding roadway lanes doesn't reduce traffic, it simply encourages more development. Instead of sprawl we should support densification. Instead of single-passenger vehicle rides we should encourage public transportation, carpooling, and other means of reducing per-capita car traffic.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Peter Jeffe |

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| **4/29/2026** | Peter Journeay-Kaler | To the Central Texas Regional Mobility Authority:<br><br>I am writing to express my opposition to the proposed MoPac South expansion.<br><br>This project would significantly expand highway capacity in this corridor, with direct impacts on public spaces such as Zilker Park, the Barton Creek Greenbelt, and the Ann and Roy Butler Trail, as well as the environmentally sensitive Edwards Aquifer recharge zone.<br><br>Given the scale and complexity of these impacts, I strongly believe this project warrants a full Environmental Impact Statement (EIS), not a more limited Environmental Assessment. The potential effects on water quality, endangered species, parkland, and long-term traffic patterns deserve a more rigorous and transparent review process.<br><br>This position is consistent with recent action by Austin City Council, which formally requested a full Environmental Impact Statement and warned that the project is likely to have significant environmental and community impacts.<br><br>As a senior energy analyst with experience advising governments on transportation and energy policy, I am particularly concerned that expanding highway capacity in this corridor will increase traffic, pollution, and greenhouse gas emissions rather than deliver lasting mobility benefits.<br><br>Instead, I urge CTRMA to prioritize solutions that better align with Austin's long-term needs:<br><br>* Investment in regional rail and high-quality public transit<br><br>* Safe, connected bicycle and pedestrian infrastructure<br><br>* Strategies that reduce congestion without inducing additional demand<br><br>Personally, I want to see a transportation system that improves mobility without degrading our parks, waterways, and quality of life. Projects of this scale should move us forward, not double down on outdated approaches. |

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| | | For these reasons, I oppose the MoPac South expansion as currently proposed and request that CTRMA pursue a full Environmental Impact Statement and evaluate more sustainable alternatives.<br><br>Thank you for considering my comments.<br><br>Sincerely,<br><br>Peter Journeay-Kaler<br><br>78705 |

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| **5/3/2026** | Peter Journeay-Kaler | Dear CTRMA Board Members, <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="466" data-end="860">I grew up in Austin and regularly use Zilker Park, the Barton Creek Greenbelt, the Butler Trail, and Barton Springs Pool. As a longtime resident, I am deeply concerned about protecting these places. They are some of the last remaining large, accessible green spaces in the city and are essential to both environmental sustainability and the physical and mental well-being of Austin residents. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="867" data-end="1178">Austin is becoming more crowded, with less green space available. These public spaces are increasingly important, not less. Damaging or degrading them for a freeway expansion that will ultimately create more traffic is short-sighted and risks undermining some of the most valuable natural assets our city has. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="1185" data-end="1516">Climate change is already making Austin hotter, increasing the importance of green space for shade, cooling, and reducing the urban heat island effect. Projects like this move in the opposite direction, degrading critical green spaces while contributing to higher greenhouse gas emissions and worsening long-term climate impacts. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="1523" data-end="1673">I am also concerned about the project's location over the Edwards Aquifer recharge zone and the potential risks to water quality and Barton Springs. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="1680" data-end="2177">The scale of the proposed expansion raises additional concerns. Adding multiple new lanes over nearly nine miles, along with several years of construction, would significantly disrupt mobility, access to key community spaces, and daily life in Austin. Prolonged construction would impact traffic on MoPac and surrounding streets, as well as access to areas like Austin High School, Zilker Park, and downtown. It would also disrupt use of Lady Bird Lake and the Butler Trail for extended periods. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="2184" data-end="2477">More broadly, the project is expected to increase noise, light, and air pollution, with impacts on nearby communities, public health, and sensitive habitats. At the same time, congestion relief is likely to be temporary, with traffic shifting to other bottlenecks rather than being resolved. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="2484" data-end="2751">I am also concerned that less harmful and more cost-effective alternatives have not been fully evaluated, including targeted improvements to existing bottlenecks, demand management strategies, and investments that reduce reliance on single-occupancy vehicle travel. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="2758" data-end="2953">Given the scale of the project and its potential cumulative impacts, including its interaction with other major regional highway proposals, a more comprehensive evaluation is clearly warranted. <p style="caret-color: #ffffff; color: #ffffff; --noir-inline-caret-color: #e8e6e3; --noir-inline-color: #e8e6e3;" data-start="2960" data-end="3092">For these reasons, I strongly urge CTRMA to prepare a full Environmental Impact Statement and to consider less harmful alternatives. Respectfully, Peter Journeay-Kaler |

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| **4/21/2026** | Peter Lutken | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Peter Lutken | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Peter Lutken | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Peter Modica | Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. The community would appreciate continuous pedestrian-bicycle paths along the project's length. Converting existing highway lanes to more HOV/transit lanes would be a better solution. CTRMA should invest in transit, walking, and biking. Please don't double down on highway expansion. |
| **4/30/2026** | Peter Simmang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Peter Stopschinski | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Peter Stopschinski |
| **5/2/2026** | Petra Kelsey | Hi, my name is Petra Kelsey, and I'm calling to give my opposition on the expansion ofMOHAC, which would cause some environmental impact, such as at Edwards Aquafor.I think this is irresponsible, and I oppose this.Thank you.Thank you. |
| **5/3/2026** | peyton choate | STOP THE MOPAC EXPANSION!! this will have detrimental effects for years to come!! please listen to the people that have lived here/will continue to live here during and after this |
| **5/1/2026** | Philip Standiford | Expanding south MoPac only makes things worse. People hopping from laughter to 183 just becomes a clotted mess.<br><br>Come up with a some long term solution that can get people across town. Some kind of light rail can go a long way.<br><br>Philip Standiford |
| **5/1/2026** | Philip White | Please retain the Violet Crown Trail as a walkable and bike-able trail during any changes to Mopac. Including, preserve the underpass that trail takes under Mopac, about 1200 feet west of the Convict Hill Rd under Mopac intersection |
| **5/3/2026** | Philippe Seminet | No expansion please. So much time, effort and public funds for so little gain, on top of disregard for those seeking to enjoy the outdoors. |

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| **5/3/2026** | Phillip Gonzalez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Phillip Niemeyer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Phillip Tamayo | Hello, my name is Phillip Tamayo, and I'm calling to urge representatives and stakeholdersinvolved in the MOPAC South expansion to prioritize public health and environmental protectionby requiring a full environmental impact statement.The current environmental assessment is the lowest level of federal review, and giventhe scale and location of this project over the Edwards-Augrafer recharge zone, this levelof analysis appears insufficient.As a civil engineering student, I want to emphasize that I'm not opposed to urban development.I support smart, lawful, and sustainable infrastructure, however, this project raises serious concerns.Texas is already facing growing water challenges, large portions of the state experiencing recurringdrought conditions and water demand is projected to increase significantly as population andindustrial use expand. In fact, the Texas Water Department Board projects that waterdemand could increase by approximately 9 to 17 percent by 2070. While existing suppliesmay decline without new strategies, in some regions, utilities are already exploring thequality sources like brackish water to meet demand. Cities like Corpus Christiare already facing near-emergency water shortages affecting hundreds ofthousands of residents and regions across South Texas have reservoirs inlow 25% capacity. Even in central Texas the Edwards aquifer has seenhistorically low levels showing that the water scarcity is not a future issue. Itis already happening. Austin is unique because of its waterways and groundwater systems.Resources like the Edwards Aquifer which supplies drinking water to over two million people andBarton Creek which feeds Barton Springs are not easily replaceable. The aquifer is a part of ahighly sensible karst system meaning contaminants can move through it rapidly with minimal naturalfiltration. The project area also supports endangered species including theBarton Springs salamander and the Austin blind salamander, both which depend onclean and stable water conditions. The salamander could become the mascot ofAustin but instead we neglect it. Additionally, research has consistentlyshown that highway expansions often lead to included demand or increased capacity resultsin more traffic over time than the lasting congestion relief. This raises questions aboutwhether the long-term benefits justify the environmental risks. The environmental assessmentconcludes that there will be no significant impact, yet this determination is based on a 200-pluspage document with limited public review period. A project of this scale andenvironmental sensitivity warrants deeper analysis and more accessiblepublic engagement. I respectfully urge you to require a full environmental impactstatement, extend the public comment period and ensure a transparent andthorough review process that reflects the impacts of projecting Austin'sresources. Thank you for your time. |
| **5/1/2026** | Phoebe | I believe we need the environmental impact study. It’s necessary for the safety of Barton Springs and the people of Austin. |
| **5/3/2026** | Phong Le | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Phong Le |
| **5/1/2026** | Phyllis Nelson | Since our condo backs to the southbound Mopac Access Rd, this project has direct impact on us both in the construction and use of Mopac. It makes no sense that we don't build a robust public transportation system. As one who has driven in Los Angeles, expanding roads, doesn't really fix the problems in the short term or the long. As one who has also traveled in New York City, buses, rail systems, and sidewalks work for millions of residents and visitors. If a light rail system had been built years ago, when that option was considered, we would be so far ahead of current traffic issues, as well as the polution from all of the individual gas burning vehicles. As a family that will be VERY negatively impacted by this proposed construction, I ask that alternatives be seriously considered and an updated study be used to make better decisions for the |

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| | | short and long term benefit of all who live in the area: people, animals, and vegetation. Thank you for your time in reading my comments. PN |
| **4/25/2026** | Phyllis Patrick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with |

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| | | dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental |

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| | | Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Phyllis Patrick |
| **5/3/2026** | Phyllis York | I question the wisdom of this proposed project. I want to see a complete Environmental Impact Statement before moving ahead. The public needs to understand the impact on the environment, particularly the Edwards aquifer and our water supply.<br><br>Sent from my iPad |

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| **5/3/2026** | pilar b | against mopac expansion! this will endanger the edward’s aquifer and barton springs |
| **4/24/2026** | Piper Harness | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Piper Norfolk | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Piper Norfolk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Pixie Collins | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. We need to take care of her, water is the blood of the earth. Sincerely, Pixie Collins |

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| **3/25/2026** | Piyanka Jain | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Piyanka Jain |

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| **4/24/2026** | Piyanka Jain | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Piyanka Jain |

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| **4/24/2026** | Piyanka Jain | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Piyanka Jain |

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| **4/30/2026** | Piyusha Botejj | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Pluto Anderson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>In addition to all of this, Corpus Christi is set to be the first American city to run out of clean water due to usage by AI data centers. I am originally from Corpus, and it already breaks my heart that one place I have called home will be suffering in the next five years. I cannot say goodbye to the familiarity of my new home again, and I know hundreds of people feel the same. |

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| | | Respectfully,<br><br>Pluto Anderson |

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| **4/20/2026** | Pop Trunk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Poppy Fields | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Poppy Fields |

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| **4/20/2026** | Poppy Fields | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Poppy Fields |

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| **4/20/2026** | portia derrig-silva | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Preet Dalal | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/2/2026** | Presley Sammons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Presley Sammons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Preston Fick | I support this path being installed. |

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| **5/3/2026** | Preston Johnson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br /><br />Only with a full Risk Analysis, can mitigating options be discovered. Anything less than a full environmental impact statement and risk analysis is neglegent, and will be grounds for legal action against any entity that proceeds without full discovery, risk analysis, and development of engineered and professionally reviewed mitigating actions. <br /><br />Do what is right for Austin, and our environment. Find alternatives that improve mobility in and around Austin. Building more freeway is NOT the answer. <br /><br />Austinite since 1978. - Preston Johnson Thank You for listening to your neighbors, Preston Johnson |
| **4/21/2026** | Preston Maddox | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Preston Maddox | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/8/2026** | Preston Norris | I am against this plan. Despite best efforts to mitigate environmental impact, the proposed expansion would pollute the Edwards Aquifer Recharge Zone broadly, as well as several creeks and the Colorado River specifically during construction. In the longterm, the increase in capacity for cars will induce more demand for more cars, greatly increasing carbon monoxide emissions and other pollution from cars. Money would be much better spent on bus and train infrastructure to increase capacity and connectivity, and deincentivize individual car use. Please consider how much capacity and travel times would improve if the car usage and ownership were not status quo, if there were more options for present and future Austin residents to go more places without the monetary, environmental, and maintenance inefficencies of car ownership |

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| **5/3/2026** | Preston Savoy | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Preston Savoy |

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| **5/3/2026** | Priscilla Hubenak | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement. I understand the need for express lanes south of the river, but the project as proposed is too big. It should be narrowed so as not to have the vast impact it is having on Austin High School, Zilker Park, the Hike and Bike Trail, and the MOPAC pedestrian bridge.  Please revise the project with more thoughtfulness to the impact on the area. Respectfully, Priscilla Hubenak |
| **4/21/2026** | priscilla leake | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods.<br>Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br><br>Sincerely,<br><br>priscilla leak |

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| **4/21/2026** | priscilla leake | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>priscilla leake |
| **4/22/2026** | Priscilla Leake | It is completely unacceptable to expand mopac with the recent CTRMA proposal because of the sensitivty of the Edwards Aquifer Recharge Zone. These changes will absolutely harm the environment, local communities, and already drought-ridden areas as well as make traffic measurably worse both during construction phases and beyond since there are no plans to expand the highway further North (this plan would simply create a bottleneck up the highway). Do NOT waste our tax dollars with this nonsense. |

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| **4/22/2026** | Priscilla Leake | CTRMA Board members,<br>It is unacceptable for the Central Texas Regional Mobility Authority (CTRMA) to continue disregarding the significant environmental and community impacts of widening and elevating portions of MoPac South through the neighborhoods of Austin, Rollingwood, and West Lake Hills. The porposed highway expansion directly over the Edward Aqufier Recharge Zone, threatens water quality and endangers the alread precarious survivial of four federally listed endangered species, including the Barton Springs and Austin Blind Salamanders. Furthermore, the expansion will exacerbate localized air quality concerns, near sensitve areas like Austin High School, where students and teachers will bear the brunt of increased air pollution.<br><br>Without a full Environmental Impact Statement (EIS), CTRMA is risking irreversible environmental harm, years of disruptive construction, and the permanet loss of endangered species; all for a project that may fail to deliver the minscule, promised traffic benefits. The Austin community rejects the proposed "finding of no significant impact" and demands that the CTRMA, as part of a full EIS, prioritize meaningful community engagement to develop modern, sustainable alternatives that address congestion without sacrificing environmental protections or public health. |

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| **4/21/2026** | Puma Concolor | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Puma Concolor |
| **5/2/2026** | Puma Concolor | Hi, my name is Puma Concolor and I want to ensure that there is an environmental impactreport on how the MOPAC expansion would actually affect the environment due to there beingthree or four endangered species and just the health of the aquifer in general.Thank you. |

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| **4/2/2026** | Puneet Kakkar | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/23/2026** | Pya Sipkowski | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have "no significant impacts," yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. |

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| **4/23/2026** | Pya Sipkowski | Dear CTRMA Board Members,<br><br>Dear CTRMA Board Members,<br>I strongly oppose this Mopac Expansion Plan. As a student at Austin High, we rely on the green spaces around us, Zilker Park, Barton Springs, the hike and bike trail, which are all within a walk away from campus. High school often brings a lot of stress and us as students need these serene spaces to rest and reflect. More than just this, our natural surroundings outside our doors serve as classrooms for activities such as painting and writing poetry. Moreover so many of our extracurricular activities rely on our outdoor environment: rowing, cross country, soccer, and so much more. This Mopac Expansion Plan threatens our availability to these spaces as well as the overall health of our environment.<br>For the love of water in Central Texas,<br>Pya Sipkowski |

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| **4/21/2026** | Quade Infinger | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Quan Yin Parker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Quetzal Zamora | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Quinn Brownfield | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/30/2026** | Quinn McCaffrey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/21/2026** | Rachael Ashley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rachael Cook | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rachael Cook |

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| **4/20/2026** | Rachael Reed | Dear CTRMA,<br>We need to keep the magic of Austin! We must do this responsibly!<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Rachael Steele | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Rachael Steele |

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| **4/20/2026** | Rachael White | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rachael Winfrey | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rachael Winfrey |

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| **5/1/2026** | Rachel | After reading through the Draft Environmental Assessment, I don't understand how a FONSI was identified with the number of potential (and probable) environmental impacts identified. Either a full EIS is needed or the no build alternative in the EA should be selected, which is what I'm advocating for. As the EA states, the Project crosses and impacts multiple karsts, these are highly environmentally sensitive with the potential of impacting our local water supply and several threatened and endangered species. Nine threatened and endangered species could potential be effected from impacts. The air quality section states that the Project is located in an area in attainment for all NAAQS, however, didn't EPA adjust the annual PM 2.5 standard to 9.0 microgram per cubic meter that would go into effect in February 2026. And Travis County's recent air quality monitoring data has recently recorded an average annual of PM 2.5 exceeding the 9 micrograms per cubic meter. Is Travis County still in attainment? Wouldn't CTRMA need to conform to these rules, particularly with the goal of increasing vehicles on MoPac? I find it disingenuous to state that MSAT emissions would likely be lower due to MSAT decreasing as speed increases. Multiple studies demonstrate increasing road capacity results in induced traffic demand and therefore will not result in an increase of speed overall. And CTRMA is already accounting for increased VMTs with the goal of attracting rerouted trips from elsewhere in the transportation network. This will ultimately result in induced traffic demand, failing to reduce congestion, not only increasing VMTs but MSAT pollutants as well. And with no mitigation identified, the local community and environment will deal with the consequences. The Project as proposed will not address the need as stated in the EA. Expanding MoPac South will continue to create unreliable travel times and delays. In November 2025, as part of TxDOT's draft Statewide Multimodal Transit Plan, TxDOT stated that that Texas needs more way public transit to meet mobility demands in the state. CTRMA/TxDOT need to identify other alternatives rather than expanding South MoPac. Additionally, TxDOT required a full EIS for the expansion of I-35 going through a significantly developed and urban environment that would impact the community and the environment. At the very least, CTRMA/TxDOT need complete a full EIS as the expansion goes through a highly sensitive environment. |
| **5/3/2026** | Rachel | I am against and do not agree with the expansion of mopac with toll lanes which will greatly impact the nature and environment of Austin’s wildlife. |
| **5/3/2026** | Rachel Bowman | Dear CTRMA Board Members, Every day, each of us has the opportunity to contribute to a better world. A world in which we protect what is sacred and irreplaceable. A world that, amid the chaos of insatiable human consumption, reconnects us with nature and reminds us that we only have this one planet. And every day, we watch as those we elect to represent our interests show complete disregard for what we hold most dear. The Barton Springs and Zilker Park area is one of the core, natural features that makes Austin unlike any other place. Throughout the city's evolution, its rich yet fragile ecosystem has continued to endure, thanks to the protection of those who recognize its incomparable value. The proposed "benefit" of this plan pales in comparison to the irreversible destruction it will leave in its wake-- impacts that have not even been fully studied and understood. I urge you today to take the opportunity to engage with the community you have been tasked to represent and choose a world that benefits us all. Find solutions that do not involve the decimation of ecosystems, cherished spaces, and long preserved history. Do not contribute to a world already inundated with environmental ruin. Do not be the reason Austin looks back in shame at a once national treasure now leveled to asphalt. Do not to contribute to the ever-growing climate crisis. You can make a difference here and now. Be the person that can look themselves in the mirror and know that they stood up and fought for a better, healthier, more beautiful world. Do the right thing. With gratitude and hope, Rachel Bowman |

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| **5/3/2026** | Rachel Bowman | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rachel Bowman |
| **4/21/2026** | Rachel Brown | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Rachel Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Rachel Buraczyk | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/4/2026** | Rachel Buraczyk | Hello. As resident of the South side of Austin, I would like to clearly state my disapproval of the suggested changes to MoPac South. While I understand the intention to avoid harming nature, construction of any kind in this area WILL negatively impact humans, animals, and plants. As someone who often travels North and South on MoPac, I do not see any need to increase the highway. In comparison to other large cities, such as Dallas and Houston, the traffic is minor and is only a short time of the day. The real reason traffic would increase would be the closing of lanes for construction. In addition, it has been statistically proven that expanding the size of a highway allows for more city wide expansion, which leads to even more traffic by the time the construction is complete. The construction on 290 leading out of Austin towards Dripping Springs has taken longer than expected, caused businesses to close, and increased traffic for many years. This has made commuting in this area very inconvenient. Adding to this by working on MoPac sounds like a nightmare for all of southern and western Austin. Please DO NOT continue this idea that will waste money, time, and purpose. The best way to better transportation in Austin and use our money for future profit is increased public transportation like the Red Line. Thank you. |

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| **4/24/2026** | Rachel Butler | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Rachel Butler |

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| **4/24/2026** | Rachel Butler | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Rachel Butler |
| **5/3/2026** | Rachel Butler | Please do not build more highways that take away from our parks! Save barton springs and austin water! |
| **5/3/2026** | Rachel Cheong | I urge our city representatives to do everything in their power to protect barton springs! |

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| **4/21/2026** | Rachel Collins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Rachel Currier | Please do not expand mopac between Cesar Chavez and Slaughter Lane. Highway expansion increases pollution, worsens sprawl, and deepens car dependency, while risking environmentally sensitive areas. Please focus on expanding public transportation infrastructure instead of short term and costly expansion of infrastructure that cannot meet growing needs for the long term and directly conflicts with the city's long term environmental goals. I moved away from houston for a reason. Highway expansion results in additional highway expansion, not safer or less congested roads. |
| **5/3/2026** | Rachel Ellis | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rachel Ellis |
| **4/22/2026** | Rachel Feit | The benefits of this project do not meet its purpose and need statement; the conclusions are not supported by real data studies and current traffic projection models. This project will result in hours of delays during construction, closure of important Austin recreation trails used by thousands every day, and jeopardize health of waterways, greenspace and children; all with minimal public benefit once it's done. Please look at the most up to date traffic models not models from pre-covid, and pre-project connect, nor does it consider changes technology. Please consider other alternatives like Hov lanes, reversible flow lanes and even the no build alternative. As planned this project has little public benefit while doing great public harm. |

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| **4/27/2026** | Rachel Hill | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Rachel hokanson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Rachel Hokanson |

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| **5/3/2026** | Rachel Jackson | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rachel Jackson |
| **4/22/2026** | Rachel King | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Please also consider not moving forward with the expansion as it’s unnecessary and a huge waste of time, resources, and natural beauty.<br><br>Don’t turn us into Corpus Christi.<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Rachel King | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Rachel King | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please also consider not moving forward with the expansion as it’s unnecessary and a huge waste of time, resources, and natural beauty.<br>Don’t turn us into Corpus Christi.<br>Thank you for your time and consideration. |
| **5/3/2026** | Rachel Kohlman | Stop the expansion |
| **4/29/2026** | Rachel M. John | Dear CTRMA, Thank you for your initiative to improve MoPac South in a comprehensive manner. The project aims to address the excessive travel times and delays that the commuters face along the corridor. Therefore, these proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I am writing in support of the draft Environmental Assessment's finding that the MoPac South project would NOT result in significant environmental impacts. Therefore, the execution of this project is essential to the future of mobility in Central Texas, and I strongly encourage CTRMA to bring it to fruition without further delay. Thank you for your continued leadership on this important initiative. Sincerely, Rachel |

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| **5/3/2026** | Rachel Manning | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Rachel Manning |
| **4/20/2026** | Rachel Martino | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Rachel Porter | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Rachel Porter |

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| | | Respectfully,<br><br>Rachel Porter |

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| **5/3/2026** | Rachel Roblin | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rachel Roblin |
| **4/20/2026** | Rachel Rogers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rachel Rungdit | The proposed MoPac expansion endangers up to ten known habitats of the Barton Springs and Austin blind salamanders and threatens the Edwards Aquifer itself. Scientific dye-tracing and field studies by the City of Austin and the Barton Springs/Edwards Aquifer Conservation District show that pollution entering the aquifer in the Sunset Valley and Manchaca basins can reach Barton Springs in a matter of days, putting these irreplaceable waters and species directly in harm's way. ( Hauwert, et al 2004 ). Please, hear us. I oppose the proposed plan to expand Mopac. Growth of highways will not support the overall wellbeing of our community or ecosystem - only further damage and disconnect. |

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| **5/3/2026** | Rachel Scott | Dear CTRMA Board Members, I am strongly opposed to the MoPac South highway expansion project. It doesn't pass the smell test. First, you have not done due diligence. You have not studied the potential damage the proposed expansion would cause. You are aware that this is a critically important area geologically, in that Austin's water source comes from the Colorado River, and that Barton Springs is a unique area with four springs which are fed by water from the Edward's Aquafer and depend on this unique karst, which is interlaced by underground limestone formations through which water passes. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Secondly, the CTRMA's own study shows that this project, costing what--some $600 plus Millions of dollars, will not result in a significant benefit to the flow of traffic; and therefore would seem hard to justify. Further, the impact of Construction for the five to six years proposed as the amount it will take to complete the project will have a significant negative quality of life for the adjacent community, wildlife, and commuters. This makes no sense to me--I don't see any benefits to this plan. I only see inconvenience for commuters, disruption to the community, destruction of existing wildlife habitat, and a high risk of damaging--potentially destroying the most precious and beloved area in Austin--the amazing Barton Springs 4 springs, and critically endangered salamanders who live at the mouth of each of these springs. As you know, this area is also part of the habitat for the Golden Cheek warbler. The organizations which are opposing the proposed MoPac expansion exist because, over and over, somebody proposes new development which threatens the existence of Barton Springs. I have to believe that those of you who are on the CTRMA Board are intelligent, well-educated members of the community, and also have families, and pursue leisure activities just as everyone else does. I'm experiencing cognitive dissonance; what about these issues, that others, as well as me, are concerned about, that you don't seem to understand? Is the issue the need to justify putting in new tolls to raise revenue? If so, just make the existing highway a toll zone. Or, of the existing 4 lanes, make the center lane each way a toll zone. I would rather CTRMA spend the half millions of dollars it apparently will have, on rapid transit. I've lived in the Washington, DC, area, and once a subway was put in, I lived in the city for two years without a car, and didn't feel at a significant disadvantage. On the eastern seaboard, I could travel from DC to New York City, or even to Boston, by air shuttles, or almost as quickly, by train. <br /><br />Texas--which is a very large state--with a much larger tax base than Washington, D.C. and the surrounding area, surely can find the resources and develop the insight to expand mobility between major cities. Without a doubt, if you build rapid transit connecting major population areas, people will use it; the result would be far greater economic growth. Americans--And especially, Texans--want to take advantage of the amazing diversity within our Cities and great State Parks! To quote from the movie: "Field of Dreams"--"Build it and they will come!" <br /><br />In summary, CTRMA seriously needs to reorder its priorities. The proposed MoPac expansion will NOT significantly improve anyone's ability to drive on MoPac more quickly, has the potential to destroy Barton Springs, Austin's most prized natural treasure, while areas in Texas where expansion is very badly needed are being given short shrift. <p data-start="6371" data-end="6517">While I can't see any need--or rationale--for the expansion, if it were decided to proceed, CTRMA must first take due diligence, and conduct a full Environmental Impact Statement, as well as design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">Really, Who among you, wants to be known as "one of the (expletive deleted) board members who capriciously--without any care about the potential consequences--voted to ignore warnings, and destroyed Barton Springs"? Thank You for reading my comments, Rachel Scott, MD |

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| **5/3/2026** | Rachel Sosa | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottlenecks just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. I live in this area and protecting wildlife, air and water quality, and not causing irreversible damage is significant and more important than a tollway. There needs to be an Environmental Impact Statement. Do not proceed with this tollway project. Protect our water, wildlife, and communities with better solutions to transit. Respectfully, Rachel Sosa |

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| **4/23/2026** | Rachel Spencer | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Rachel Spencer |

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| **5/3/2026** | Rachel Thompson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Rachel U Scott | Dear CTRMA,<br><br>Plan B:<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A living noise wall workshop with meaningful community input—not concrete—but made with trees and shrubs. They do require maintenance, but it seems you need more work to do, or you wouldn't be proposing senseless plans to begin with.<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration.<br><br>Plan A: I'm opposed to this MOPAC SOUUTH EXPANSION GOING FORWARD—it doesn't pass the smell test! I get it. Highway engineers need to build. It's what they do.<br>My suggestion: Look at changing needs: Build mass transit trains to connect major Texas Cities. Build bike paths, not on streets, but on independent trails—link the greenbelts, in a way that people on foot, or biking are safe from automobiles and trucks. Preserve natural wildlife habitat, and the trees and grasslands which make life on earth sustainable.<br>The proposals above are my worst-case scenario plan B. Plan A is to give up on this unjustifiable expansion entirely.<br><br>If you don't get this, consider changing careers. Because if you go forward with this insanity, you will have to live with the regrets you will have, after destroying what's special about Barton Springs.<br><br>I'm not a crazy "tree-hugger" with no understanding about growth. I do understand that your current plan doesn't save anyone time; on the contrary, it opens up a whole new problem—which is, that your current plan will create a bottleneck, where the new expansion ends. It costs a lot of money, while risking great harm to the karst you propose to invade, in construction; and without any exploration of what lies within the karst. We know enough to know it's risky.<br><br>This is unconscionable. Stop acting as though you don't understand exactly what's at stake. What part of this don't you get? If you're smart enough to become an engineer, you're smart enough to understand why so many people oppose your proposal. So stop it! Please. Grow a conscience. |

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| **4/21/2026** | Rachel Ú Scott | Dear CTRMA,<br>Plan B:<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A living noise wall workshop with meaningful community input—not concrete—but made with trees and shrubs. They do require maintenance, but it seems you need more work to do, or you wouldn't be proposing senseless plans to begin with.<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Plan A: I'm opposed to this MOPAC SOUUTH EXPANSION GOING FORWARD—it doesn't pass the smell test! I get it. Highway engineers need to build. It's what they do.<br>My suggestion: Look at changing needs: Build mass transit trains to connect major Texas Cities. Build bike paths, not on streets, but on independent trails—link the greenbelts, in a way that people on foot, or biking are safe from automobiles and trucks. Preserve natural wildlife habitat, and the trees and grasslands which make life on earth sustainable.<br>The proposals above are my worst-case scenario plan B. Plan A is to give up on this unjustifiable expansion entirely.<br>If you don't get this, consider changing careers. Because if you go forward with this insanity, you will have to live with the regrets you will have, after destroying what's special about Barton Springs.<br>I'm not a crazy "tree-hugger" with no understanding about growth. I do understand that your current plan doesn't save anyone time; on the contrary, it opens up a whole new problem—which is, that your current plan will create a bottleneck, where the new expansion ends. It costs a lot of money, while risking great harm to the karst you propose to invade, in construction; and without any exploration of what lies within the karst. We know enough to know it's risky.<br>This is unconscionable. Stop acting as though you don't understand exactly what's at stake. What part of this don't you get? If you're smart enough to become an engineer, you're smart enough to understand why so many people oppose your proposal. So stop it! Please. Grow a conscience. |
| **5/3/2026** | Rachel Williams | This project puts the watershed in danger and will not solve any traffic problems. Save Barton Springs and cancel this project!! |

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| **4/17/2026** | Rachel Zierzow | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. It's obvious to me that this is a money-making scheme for all of the contractors involved in expanding the highway, because citizens don't want it and it would be a complete disaster for the environment.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. Just look at what has happened with the 290 highway expansion. Complete disaster.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. BARTON SPRINGS IS THE LIFEBLOOD OF AUSTIN. DON'T MESS WITH BARTON SPRINGS.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their |

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| | | water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| | | Do the right thing,<br><br>Rachel Zierzow |

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| **5/1/2026** | Rachel Zierzow | Following the Austin City Council's unanimous passage of RESOLUTION NO. 20260423-064, I urge CTRMA to complete a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile South MoPac expansion/widening project. The Draft Environmental Assessment concludes the project will have "no significant impacts," yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Further, the disruption to daily commuters, including families and school children, has not been adequately studied or addressed. There are many impacts that a massive-scale road construction project will likely have on our environment and our community. I'd like to outline them below: The proposed expansion would bring years of construction-related noise, air pollution, water pollution, traffic disruption, and loss of access to some of Austin's most heavily used public spaces. The corridor runs near or over Lady Bird Lake, Deep Eddy Pool, Barton Springs Pool, Zilker Park, Austin High School, the Butler Hike-and-Bike Trail, the Barton Creek Greenbelt, the Edwards Aquifer recharge zone, and residential neighborhoods from Enfield Road to Slaughter Lane. These are not peripheral spaces. They are central to daily life in Austin. The effects on Austin High School and nearby neighborhoods are especially concerning. Students use outdoor areas adjacent to and underneath MoPac for sports, band, PE, and other daily activities. Increased construction noise, dust, diesel exhaust, and long-term traffic pollution would directly affect young people, who are particularly vulnerable to air pollution, including fine particulate matter. The Draft Environmental Assessment does not adequately address these daily, cumulative impacts on students, families, commuters, and surrounding neighborhoods. The water-quality risks also deserve a far more rigorous review. Expanding pavement by approximately 110 acres and increasing roadway capacity would increase polluted stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other contaminants into a sensitive watershed. The corridor crosses or affects Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain toward the Barton Springs segment of the Edwards Aquifer. In a karst aquifer system, contaminants can move rapidly through recharge features with limited natural filtration, creating direct risks to Barton Springs and the aquifer that sustains it. Those risks also extend to endangered species. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health, flow, and water quality of the aquifer. The Austin Blind salamander exists nowhere else. These species require clean, well-oxygenated water and stable spring flow; even small changes in sediment, groundwater chemistry, contaminants, or flow patterns can threaten their survival. A finding of "no significant impacts" is not adequate without a full analysis of cumulative and long-term effects. The scale of the proposed widening is itself a major concern. In some areas, MoPac could expand to as many as 13 to 18 total lanes, dramatically increasing pavement, elevated structures, runoff, noise, and air pollution in one of Austin's most environmentally sensitive corridors. Construction and widening would also affect major public trails and park connections, including the Butler Hike-and-Bike Trail, the Roberta Crenshaw Pedestrian Bridge, connections around Lady Bird Lake, Zilker Park, and access to the Barton Creek Greenbelt. These trails and parks are used daily by thousands of residents, students, cyclists, runners, and families. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. Since then, the Edwards Aquifer and Barton Springs watershed have only become more stressed by drought, rapid population growth, roadway pressure, and expanding development. That makes a full Environmental Impact Statement even more necessary now, not less. A full EIS is needed to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, analyze construction-related disruption to schools, neighborhoods, trails, parks, and commuters, examine less damaging alternatives, and ensure meaningful public participation before irreversible decisions are made. For many of us who live here, Barton Springs, the Greenbelt, Lady Bird Lake, Zilker Park, the nearby schools, and the Edwards Aquifer as Austin's underground beating heart are part of the daily life and identity of this city. These are the places where families gather, where students grow up, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing through the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. |

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| **5/3/2026** | Rachil Moore | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rae'anna Forney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Rafael Riojas | I heard there were plans to widen mopac southbound between William Cannon and Davis Lane. It seems that around 75% of the pavement is there for a third lane. Would love to hear from someone on what the challenges to make that happen. |
| **5/3/2026** | Rafael Ruiz | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rafael Ruiz |

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| **4/29/2026** | Rafael Urias | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Rahmon Alimi | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Rahmon Alimi |

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| **4/26/2026** | Rahul Sangave | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Rahul Sangave |

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| **5/3/2026** | Rahul Sangave | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rahul Sangave |

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| **5/3/2026** | Rahul Sengabe | Hi, my name is Rahul Sengabe.I've lived in Austin for 12 years, and I'm calling to get a full environmental impactassessment done because this really needs to be investigated at a scale that the wayit's been done so far hasn't really produced any kind of environmental impact of significanceIt's definitely going to affect the Barton Springs, which is where I go every weekendwith my kids, and the aquifers are going to be impacted, and we're losing what Austinhas been to me ever since I've been here.And so, please, I request that the environmental impact assessment is done more thoroughlyand that the expansion for the MOPAC construction is considered after that.My number is 713-409-4119.Again, my name is Rahul Sengadi.Thank you. |

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| **3/24/2026** | Rain D | The community does NOT want this. This is a huge no on this development as it will poison the aquifer and destroy ecosystems within Barton springs to save We don't need more roads and cars, we need better public transportation system. Austin is going to look more like Houston with its 8lanes and still heavy traffic. This will do more harm than good. |
| **5/3/2026** | Raina Michalovic | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Raina Michalovic |
| **4/28/2026** | Rainey Taylor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Raj Shenoy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Rajesh | Need the shared path between meridian and escarpment |

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| **4/26/2026** | Rakefet Laviolette | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/26/2026** | Rakefet Laviolette | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/26/2026** | Rakefet Laviolette | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/30/2026** | Raleigh Margulies | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Ralph Webster | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/4/2026** | Ram Srinivasan | Southhound travelers get a 64% improvement as you said. In the current northbound express lanes, I have often seen crowd during the times when you really feel like you wanted it. It didn't seem much better than the normal one, sometimes even bad. I felt I was making progress. Yet the toll is high - $8, $10. What $10 for a toll?! It inconveniences everyone during the times of construction and not a good use of resources. It is a rip off. Sorry. Soon we will be riding in autonomous cars. |

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| **4/24/2026** | Ramona Finos | Dear CTRMA Board Members,<br><br>No! Absolutely no more bulldozing and paving of our green spaces and watershed, just to increase traffic and drive revenue for CTRMA.<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully, |

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| | | Ramona Finos |
| **5/3/2026** | Ramona Reeves | Please record that I am against expansion of MoPac over Austin's aquifer and recharge zone. This project threatens to upend the lifestyle Austinites have come to expect and to do tremendous harm to our beloved Barton Springs. There is only one Baron Springs. Trying to pave our way out of traffic issues seems to go on forever and is not worth compromising the crown jewel of Austin, Barton Springs. |

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| **4/21/2026** | Ramsey Moore | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/13/2026** | Ramya Balasundaram | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. |

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| | | Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/22/2026** | Randal Robledo | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Randal Robledo |

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| **3/11/2026** | Randall Kane | My main concern, living quite close to Mopac, is the potential widening of its footprint. Another concern is the potential of filling in any watershed or protected area. In the materials shown, it appears at least most building is done within the existing footprint, nor is there significant filling in watershed areas. My advice is that I've seen where adding more lanes invites more traffic, rather than solves congestion. Mopac is a nice road, but people sure do drive crazy on it. I stay off of it. Thank you for the opportunity to comment. |
| **5/3/2026** | Randi Butler | I oppose the MOPAC Expansion Project. It will devastate a precious, fragile ecosystem and plenty of examples worldwide exist demonstrating that expanding roads does not ease traffic. Austin needs to focus on mass transit not expanding highways over the Edwards Aquifer. |

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| **4/18/2026** | Randy cummins | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Randy cummins |

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| **4/18/2026** | Randy cummins | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Randy cummins |

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| **5/3/2026** | Raphael Schwartz | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Raphael Schwartz |
| **4/21/2026** | Raquel Estevez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Raschel Harbison | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Raschel Harbison |

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| **3/24/2026** | Rasha Madkour | Dear CTRMA Board Members,<br><br>As a Zilker homeowner, Austin High parent, avid Greenbelt hiker and Austin resident who cares deeply for our natural spaces, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Rasha Madkour |

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| **5/3/2026** | Rasha Madkour | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Rasha Madkour |

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| **3/20/2026** | Raul Gonzalez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Raul Gonzalez |
| **5/3/2026** | Raven | NO do not destroy Barton!! Stop the expansion. |

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| **4/20/2026** | Raven Wills | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Ray Almgren | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/20/2026** | Ray Brimble | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Ray Kottler | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ray Kottler |

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| **4/22/2026** | Ray Kottler | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ray Kottler |

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| **4/22/2026** | Ray Kottler | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ray Kottler |

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| **4/22/2026** | Ray Kottler | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ray Kottler |
| **4/22/2026** | Rayann Chapoteau | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Raychal Weis | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Raychal Weis |
| **5/3/2026** | Raymond Johnson | Dear CTRMA Board Members, Highways wont improve traffic congestion. It will just extend congestion further away from the metroplex. Tollways are annoying for drivers. Build a commuter rail instead. We need a solution that puts less cars on the road which means more alternative modes of transportation - not more of the same. Disdain for the environment is stealing from the vulnerable and pushing problems onto the next generation.Give other areas in Texas a chance to grow and develop rather expand a city that can't handle it. Respectfully, Raymond Johnson |

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| **5/3/2026** | Reagan Lamp | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Reagan Lamp |

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| **5/1/2026** | Reagen Ward | I am STRONGLY opposed to the S Mopac expansion and would rather the money be spent on a MUP network that would be another jewel in this beautiful city's crown - people don't get excited about another lane or two, but they LOVE car-free paths. If we have the money, why not paths and regional rail?<br><br>It's well established, based on decades of data and research, that adding lanes to highways does not reduce congestion - in fact it usually INCREASES it. We need alternatives to needless waste of taxpayer money building lanes that don't benefit anyone but the construction companies.<br><br>Reagen Ward<br>Austin, TX |

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| **5/3/2026** | Rebecc DuPont | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Rebecc DuPont |
| **3/31/2026** | Rebecca Anne Bray | I do not support the building of the S MoPac Toll Lanes.  The construction of these lanes does absolutely nothing to alleviate traffic.  Traffic is going to increase in SW Austin regardless. If you want to build anything build free non-tolled travel lanes. |
| **4/21/2026** | Rebecca Bradford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Rebecca Burnett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rebecca costello | DO NOT PROCEED WITH EXPANSION!! Build in environmental protections. Nothing should be a higher priority than protecting wildlife spaces!!! |
| **4/20/2026** | Rebecca costello | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Rebecca Duncan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rebecca Elliott | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Rebecca Elliott |
| **5/3/2026** | Rebecca Flores | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rebecca Flores |

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| **4/21/2026** | Rebecca Gandara | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Rebecca Gandara | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/14/2026** | Rebecca Harrell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Rebecca Harrell |

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| **4/27/2026** | Rebecca Mark | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Rebecca Mark |

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| **5/3/2026** | Rebecca Miller | Dear CTRMA Board Members,  People travel all over the world to visit the iconic Barton springs, deep eddy pool and lady bird lake. Creating  more road ways, more flat surfaces (in an already very floodable city) isn't the answer. Neighbors can't fill in pools so do flooding concerens but we can build 8 more miles of highway? Changing the landscape isn't worth the five minutes in traffic.  Employers can stagger work times to hep with traffic flow. School dismissal can change, look at non invasive options first! Changing any of the view, beauty and nature of why people come to austin doesn't outweigh the benefit. Sure the company wants to get paid millions so they don't care, is that worth sacrificing the billions the city brings in? Don't change austin, people will continue to move out and then this will looks like Dallas, the construction company will not do the right thing with millions of dollars on the line! Come on City officials, do better. Protect the CITY!  <br />The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely,  Rebecca Miller |
| **5/3/2026** | Rebecca Milton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Rebecca Naylor | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Rebecca Naylor |
| **5/3/2026** | Rebecca Naylor | Hi, my name is Rebecca Naylor, and I'm calling in opposition against the MOPAC expansionproject.I would like for there to be a further environmental review.I am very concerned as a citizen of Austin for the last 45 years that this project isnot completely thought through, that there will be devastating, irreversible environmentalimpact to the wildlife, to the aquifers,and to the entire fragile ecosystemthat our region depends on and that Barton Springs dependson.Oh, maybe there.My daughter lives here.Baby, please don't hit my head.My daughter lives here.And I am raising my child in this city.And I would like for her to be able to enjoy the aquifersand also Barton Springs for her lifetime.And I'm a second-generation Austin resident.And I would appreciate you all consideringa full environmental review of this project.Thank you so much.Thank you.So. |

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| **4/28/2026** | Rebecca Naylor | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/3/2026** | Rebecca Orozco | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/3/2026** | Rebecca Orozco | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/18/2026** | Rebecca Pierpont | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Rebecca Pierpont |

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| **5/3/2026** | Rebecca Pierpont | Hey, my name is Rebecca Pierpont and I'm a resident of Travis County. I don't represent any organizationI'm calling because I'mupset that there's a possibility that the springs and theAquifer will be destroyed or damaged and I just really want to make sure IPut my voice here to be heard along with everybody else's that is concernedThis is such a special place, this town and these springs in this area where we enjoynature and I know that y 'all are worried about traffic and expansion but honestly I don'tthink that the answer is to keep destroying the natural resources in this town and theand the trails that make this place really special to the people that havebeen living here and the people that will come here because of those thingsthat we have to offer. I even as somebody who works down in that area for thecompanies. I circumvent town because it's beautiful and I avoid, you know, thetraffic. I might spend a little bit more on gas but only slightly more because ittakes a few extra minutes to go around the outside of that mess and anyway Ididn't have anything written down so I'm just kind of talking without reallyknowing what to say exactly other than please consider all the other commentswhere they have some information that talks about scientifically how thesystems will be impacted. And anyway, I hope that a decision is made that we can keep ournatural beauty and our resources, our natural resources safe. And there could be another solution.Thank you, thanks for listening. |
| **3/19/2026** | rebecca seiler | I am against the expansion of Mopac between Cesar Chavez and Slaughter Lane. This expansion will increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. My hope is that CTRMA will invest in transit, walking, and biking—not double down on highway expansion. |
| **5/3/2026** | Rebecca Stella | The Barton springs & surrounding area is some of the only natural habitat austin has left. The rest of Austin literally looks like a desert hellscape. A full environmental impact assessment MUST be done on the MoPac construction project and the community given the ability to stop it. These are OUR parks to care for. They do not belong to local government or private business to do as they choose. |

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| **5/3/2026** | Rebecca Stokes | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The proposal would affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Rebecca Stokes |
| **5/3/2026** | Rebecca Vargas | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rebecca Vargas |

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| **4/26/2026** | Rebecca Villalobos | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Rebecca Villarreal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Rebecca Waits | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Rebecca Wright | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Rebekah Hofberg | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Rebekah Johns | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Rebekah Johns |
| **5/3/2026** | Rebekah Mata-Lasky | I oppose this plan and think the environmental study conclusion is not supported by the data. This risks the Edwards Aquifer, and threatens endangered species like the Barton Springs Salamander and Austin Blind Salamander. Moreover this risks the trees and green spaces that make Austin unique. |

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| **4/27/2026** | Reed Nelle | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Reed Nelle |

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| **4/30/2026** | Reed Nelle | Hello,<br><br>I am here in opposition to the expansion of the mopac express lane. It is not needed, it is not wanted, and most importantly it will have impact to the sensitive green spaces around where we seek to implement this express lane. It compresses the natural earth and impacts the sensitive water tables beneath our feet. That redirection has negative impacts on water flow.<br><br>Please I implore you to choose to not move forward with this plan.<br><br>Thank you kindly,<br><br>Reed |
| **5/3/2026** | Reese Allen | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Reese Allen |
| **5/3/2026** | regan turner | I love Barton Springs and would be severely disappointed for my tax dollars to support toll lanes (which I pay for and use frequently) disrupting Edward’s Aquifer and Barton Springs. This is unnecessary and would damage an iconic part of our city that so many people enjoy. |

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| **5/3/2026** | Reggie Falange | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Reggie Falange |
| **5/3/2026** | Reid Valley | Hi there, my name is Reid Valley and I am calling to demand a full environmental impactassessment as well as to explain that there will be significant impact to the rechargezone and the sensitive environmental area that is Bart Creek and the surrounding areasthat you wish to expand lanes to,which I feel is consequential and unneeded,and not the direction in which we should be going.And the environmental impact assessmentthat you have provided thus far is inadequate,and we need to hire another group of peopleto provide a more significant, a more robust assessment of the situation because there'sno way that what you are planning to do will not have an impact on the recharge zone andthe surrounding areas.Thank you very much. |
| **4/20/2026** | Reine Balacek | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Reinhold Karvenz | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Reinhold Karvenz |
| **5/3/2026** | Ren crochet | The proposed elevated south Mopac project is an environmental disaster for the Barton Creek watershed |
| **5/3/2026** | Ren Reyes | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Ren Reyes |
| **4/29/2026** | Renae Saenz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Renata Alves | Please stop this project, leave Barton spring ecology be. |

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| **4/20/2026** | Rene Bartos | <no comment provided> |
| **4/23/2026** | Rene McCracken | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Renee Heath | I oppose the expansion of MoPacSouth. I believe it will do more harm than good, intruding on public spaces and natural habitat. A negligible time cut off of commutes is not worth destruction it will cause. |
| **5/3/2026** | Renée Helda | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Renee Martin | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Renee Martin |

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| **4/21/2026** | Renee Martin | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Renee Martin |

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| **4/29/2026** | Renee' Rabb | I oppose this expansion the continuation of damage being done to the environment for unnecessary things is staggering.<br><br>We need more regional railways and pedestrian walkways.<br><br>We must do a full environmental impact review and find real alternatives that benefits in all ways<br><br>Sincerely<br>Renee’ Rabb<br>Sent from my iPhone |

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| **5/3/2026** | Rethink35 | Dear MoPac South project staff,<br><br>Please find attached a letter containing our feedback for the MoPac South draft Environmental Assessment. Let us know if we can provide any further information.<br><br>Best,<br><br>Rethink35<br><br><<Attachment >> |
| **4/22/2026** | Reuben Peter | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Reuben Peter | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/22/2026** | Reuben Peter | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Reyna Chacon | I love Barton Springs for its natural environment. Please do not ruin it by putting a highway through it! |

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| **4/23/2026** | Rhiannon Adkison | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Rhiannon Adkison |

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| **4/24/2026** | Rhonda Roberts | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Rhonda Roberts |

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| **5/3/2026** | Rhonda Allen | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rhonda Allen |
| **5/3/2026** | Rhonda Sanders | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rhonda Sanders |
| **4/30/2026** | Rhys Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Rich Armington | Dear CTRMA Board Members,<br><br>I can't easily describe my shock and my utter horror as I explore more deeply into this proposed MoPac South Expansion.<br><br>To get to the heart of my concern as a daily morning walker over the Mopac Pedestrian bridge, lover of Austin's nature for over 40 years, I am asking in my most potent way for a complete and entirely transparent Environmental Impact Statement (EIS). This will get to the truth and support our wider community, environment, and wildlife.<br><br>PLEASE PLEASE DO THIS!<br><br>In 2016 this was challenged and won. Why do this again to all of us without even considering an Environmental Impact Statement?<br><br>There is so much being hidden, such as no toll ways on IH 35 extension - now a plan by the toll company to bridge to Mopac where there are toll lanes to increase their income - look at this and see the mess and the greed.<br><br>I am respectfully urging the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. and more...<br><br>Rich Armington<br><br>I love this town, this area, this wildlife, this heart<br><br>Rich Armington |

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| **4/26/2026** | Rich DePalma | RE: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments To the CTRMA Board and Project Leadership, As a stakeholder dedicated to improving the Barton Springs experience, Barton Springs Conservancy submits this letter to request specific environmental mitigations and design commitments that will address the expected significant impacts from the MoPac South Project. Recognizing CTRMA's projected timeline of up to six years, and knowing how disruptive road construction can be to the public, we offer the following adjustments to address the expected significant impacts. We acknowledge and appreciate that CTRMA has already committed to mitigations for the project which may overlap with these requests, but as the project moves toward Section 8.0 Post-Environmental Clearance Activities, we urge CTRMA to integrate the following commitments into the final design and construction contracts to ensure improved traffic safety on roads surrounding and accessing the park, and to maintain the ecological and recreational integrity of Zilker Park. I. Traffic Safety & Active Transportation - Given CTRMA's successes in redefining regional connectivity by integrating a world-class trail system into our transportation infrastructure, the funding and construction of a grade-separated active transportation crossing at MoPac and Barton Springs Road will improve safety for all transportation and park users at this intersection. This bridge project will provide a high-visibility opportunity for CTRMA to extend its important trail work in the region, and address critical traffic safety and public health concerns with the MoPac South project. • Grade-Separated Crossing: Fund and construct an elevated bridge crossing over Barton Springs Road on the East side of MoPac thus providing a safe, grade-separated crossing located at a dangerous pinch point along Barton Springs Road. II. Tree Canopy & Light Pollution Protections - Zilker Park's tree canopy is irreplaceable and deserves to be protected or replaced in recognition and support for our commitment to the environment. • Comprehensive Tree Replacement Funding: Mitigation for all trees lost to highway expansion, noise barriers, or shared use path construction by replacing native species in Zilker Park at a 3:1 ratio for trees 4"–19" in diameter and a 4:1 ratio for those at least 19" in diameter. TreeFolks arborists recommend this standard. • Dark Skies Compliant Design: Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. III. Parkland Protection - Restore and mitigate encroachment of the MoPac South highway project. • Encroachment Mitigation: Adjust alignments and construction methods to avoid or minimize parkland encroachment. Ensure that materials and trucks stay under the highway when near Zilker Park. Where encroachment is unavoidable, fully fund mitigation measures with best practice solutions, such as providing funding to facilitate land restoration, conservation, and ongoing stewardship measures. Direct the Environmental Compliance Manager to produce an annual compliance check-in for three years after the project is complete to ensure SW3P and Edwards Aquifer Rules are met. IV. Noise Abatement and Sound Mitigation - To mitigate environmental impacts from adding express lanes and lateral expansion of the highway. • Noise Workshop: Conduct a Community Noise Workshop to identify feasible noise abatement and sound mitigation measures for the portion of the South MoPac project in Zilker Park, and build public support and understanding of the project. • Advanced Pavement Technology: Use the most advanced pavement technologies and materials to improve safety and provide environmental protection by reducing road spray and noise at the source, and protecting water quality. • Noise Barriers: Install high-performance concrete or transparent noise walls along the northbound and southbound sides of the project within Zilker Park boundaries, incorporating best practice path intervention designs, (e.g., landscape barriers or advanced absorption and diffraction barrier designs to trap and dissipate sound energy). V. Construction-Related Displacement & Public Health and Safety Mitigation - Recognizing CTRMA's record of coordinating with city staff to ensure safe access for all park users, we request these additional steps be taken to address public health and safety concerns. • Infrastructure Improvement Reimbursement: Fund vehicle and pedestrian infrastructure improvements, e.g., sidewalks, bike paths, vehicle routing/parking areas, and new access points, to mitigate construction-related displacements of park usage and access to businesses operating within the park pursuant to a construction-phase local access study. • Park Stakeholder Consultation: Consult with park non-profit entities, vendors, and concessionaires whose work and livelihoods are threatened by construction-phase activity, including Rowing Dock, Austin Nature and Science Center, Zilker Botanical Garden, The Trail Conservancy, and Waterloo Disc Golf Club. • Ecological Restoration: Restore parkland areas or roadways damaged or degraded by infrastructure improvements, such as environmental restoration/improvement of the |

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| | | relocated parking areas which temporarily replace existing parking areas for visitors to Zilker Park. VI. Non-Required Mitigation Requests - Beyond the required environmental commitments, we propose the following context-sensitive mitigations to further the CTRMA's mission of environmental stewardship. • Aquifer Conservation Funding: Offset the increased impervious cover, tree loss, degraded water and air quality, and aesthetic and visual impacts of the MoPac South project by providing mitigation payments of $35 million to the City of Austin. These funds would be earmarked for the purchase of permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones. Barton Springs Conservancy appreciates CTRMA's consideration of these mitigation improvements which residents and the public at large will recognize and appreciate, too. We look forward to seeing these mitigation and funding commitments in the Section 8.0 documentation and final project schematic. We are available to meet with your team to answer questions and provide clarifications. For the Love of the Springs, Rich DePalma Barton Springs Conservancy |

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| **4/26/2026** | Rich DePalma | RE: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments<br><br>Greeting Central Texas Regional Mobility Authority Board and Project Leadership,<br><br>On behalf of Barton Springs Conservancy <https://bartonspringsconservancy.org/> , an Austin-based 501(c)(3) nonprofit dedicated to honoring, preserving, and enhancing the experience of Barton Springs, we submit the attached letter with our formal request for environmental mitigations on the MoPac South Project to specify Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments in response to the South MoPac environmental study. In keeping with the Mobility Authority's commitment to environmental stewardship that balances the need for infrastructure improvements with preservation of the natural resources, we request the mitigation adjustments to address the expected significant impacts from CTRMA's projected timeline of up to six years for completing the MoPac South project.<br><br>Barton Springs Conservancy appreciates CTRMA's consideration of these mitigation improvements which residents and the public at large will recognize and appreciate, too. While we reserve the right to provide additional feedback on the project, we look forward to seeing these mitigation and funding commitments in the Section 8.0 documentation and final project schematic. We are available to meet with your team to answer questions and provide clarifications<br><br>For the Love of Barton Springs, |

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| | | Rich DePalma<br><br>Barton Springs Conservancy<br><br><<Attacment>> |

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| **4/27/2026** | richard collins | To whom it may concern:<br><br>I am opposed to expanding mopac south with additional toll lanes but I support expansion with aaditional lanes that are free. Why is it that for roads we already paid for we have to keep paying? The Mobility Authority wants to expand the toll roads. Please say no to expanding toll<br><br>Roads south.<br><br>Richard C. Collins |

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| **4/29/2026** | Richard Dietz | To whom it may concern,<br><br>I oppose expanding MoPac in any form. This will cause more traffic, pollution, noise, and crashes, while wasting our precious and limited money, time, and green space. This money must fund public transit, especially regional rail, and our bike/pedestrian network instead. I want a full Environmental Impact Statement done for this, not an Environmental Assessment.<br><br>Sincerely,<br><br>An Austinite since 1992 |
| **5/3/2026** | Richard Faidley | I am advocating for the "No Build" alternative for the MoPac South Project. If MoPac is substantially expanded (at terrific cost), the net effect is that people will drive more. It will stand out as yet another prime example of the "rebound effect", also known as Jevon's paradox, which states that an expansion in capacity or efficiency of any product or system induces more use of the same. This phenomena is well-known in economics; there is nothing unique about the Mopac expansion that will alter that calculus. We have enough car travel in Austin. Please adopt a no build alternative. |
| **5/3/2026** | Richard Greene | I do not support the proposed express lane as a frequent MoPac driver and resident between the proposed areas. This project will disrupt travel times, increase congestion, and bottleneck alternative routes during the coming years of construction, and express lanes are not a favored solution of the younger generation of Austin drivers. Please consider how this will impact those that live here during construction phase, and how that is likely to drive away potential renters and homeowners from South Austin. I strongly support the the No-Build Alternative to allow the city's residents to reevaluate our most urgent travel needs. |
| **5/1/2026** | Richard Horton | This is waaaaay overkill. Traffic is much better since the simple fixes at slaughter and the extensive improvements of 290/71. At most one lane addition should be considered and there is no need for a tolled lane |

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| **4/21/2026** | Richard Keenan | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Richard Keenan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Richard Lain | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Richard Lain |
| **5/3/2026** | Richard Lawson | Good evening. My name is Richard Lawson and long-time Austin resident. I want to speak out against theexpansion of Mopac ascurrently proposedAlthough we do need atrafficSolution there on Mopac to move cars along. I'm very concerned about theexpansion of Mopac with thepeers that they're going to drill into Lady Bird Lake and especially with theSound barrier that they're going to run along Zilker Park along the west side of the park. Ithink that it could bereally well studied andProvided different solutions that would serve the community better in the long-lasting impact that it may haveSo please consider a full economic impact survey study for this project before movingforward as planned.I don't believe it serves the community well as proposed. |
| **4/25/2026** | Richard Lindley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/12/2026** | Richard Maness | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Richard Maness |
| **4/20/2026** | Richard Maness | I am strongly against the South Mopac highway expansion as it go over a very sensitive environment and do nothing to improve the traffic consider alternative options like restriping existing lanes adding lanes where there are bottle necks and working with Cap Metro to add more bus routes |
| **4/30/2026** | Richard N. Miela | To replace all those bluebonnets as shown on your website photo, after they will be inevitably paved over by MOPAC expansion, I highly recommend the city invest in Brawndo for restoration.  It's got what plants crave! |

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| **5/3/2026** | Richard Perry | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Richard Trone | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Richardson irvine | This project is dumb. We don’t need more lanes. We need more light rail. We need more bike lanes. Also Texas is on the verge of a water crisis. And however unlikely, this is capable of compounding that problem. Also who is going to be receiving the proceeds from the toll lanes. If they aren’t going directly to public transportation initiates and the O&M costs of these lanes then that would be another problem. Many communities are getting rid of highways and it is positively effecting their communities. Texas seems to not think about the future before it takes on large scale infrastructural projects. I would also have to say I vote in every election and I will not vote for a single public figure that supports this project. |

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| **5/3/2026** | Rick Applewhite | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rick Applewhite |
| **5/3/2026** | Rick Applewhite | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rick Applewhite |
| **5/1/2026** | Rick Bradstreet | I oppose the mopac extension across the lake. the expected savings in driving time are too small to warrant the negative impact on water, wildlife and the environment. Do not build it.!! |
| **5/3/2026** | Rick Dalton | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Rick Dalton |

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| **4/25/2026** | Rick Patrick | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **3/18/2026** | Rick Perkins | Hello CTRMA,<br><br>Job well done. I think you've got it covered well.<br><br>One important aspect that is missing is the use of Dark Sky Lighting on the Mopac South Project.<br><br>For the Oak Hill Parkway, we were able to have TXDOT use specific luminaries that protect the night sky. I am attaching the EXACT specification detail that was provided by TXDOT to me, so that you could use these luminaries in your project.<br><br>They do not cost more. They have a lighting temperature of 2700K, and lower intensity than those nasty bright white lights that pop up in some places.<br><br>The specific lighting is attached. Please make a commitment to use this lighting on the entire project. You will make so many friends by this commitment.<br><br>Please include these luminaries as part of the MOPAC SOUTH EXPRESS LANE PROJECT and other projects that you are working on. <attachements> |

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| **3/18/2026** | Ricky Morales | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/21/2026** | Ricky Morales | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Ricky Morales | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **3/18/2026** | Ricky Morales | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Ricky Morales |

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| **4/23/2026** | Ridhaa Faruque | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/26/2026** | Riis Villers Milton | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Riis Villers Milton |

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| **4/21/2026** | Riley Durbin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Riley Durbin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/27/2026** | Rin Chiang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>As a lifelong Austinite I'm disappointed that preserving our sacred spring and green spaces is not top priority for any infrastructure. I hope you will take these mitigation suggestions to heart.<br>Thank you for your time and consideration. |

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| **4/20/2026** | Rising McDowell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **3/29/2026** | Rita Berry | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Rita Berry |

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| **5/3/2026** | Rita Rancken | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rita Rancken |
| **5/2/2026** | Rita Thompson | This project does not pass a cost benefit analysis. The improvement to the traffic is minimal while the environment cost is significant |
| **5/3/2026** | Rob Esparza | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Rob Esparza |
| **4/13/2026** | Rob Gura | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood strongly proposes this initiative and has a committee dedicated to this request. |
| **3/23/2026** | Rob Hogan | I want to express my opposition to expanding MOPAC. There are far better ways to spend the amount of money this project would consume. Even the project fact sheet admits that the benefit would be a mere 5 minutes saved in each direction. That is not a significant enough "benefit" considering the negative environmental impact this project will have, specifically in terms of vehicle emissions, rainwater runoff, urban heat island effect, etc. The best way forward for the residents of the greater Austin area is not another highway expansion, no matter how you try to dress it up as a "win" for public transportation. I hope you reconsider and decide that a few minutes of time saved is not worth the irreversible destruction another highway widening will cause. Thank you. |

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| **4/30/2026** | Rob Hogan | Dear CTRMA Board Members,<br><br>I am writing to state my opposition to the proposed widening of Mopac in the Mopac South project. The project, in its current form, would wreak havoc on the environmentally sensitive areas surrounding Mopac in the region of Lady Bird Lake. More lanes means more traffic, which would increase run-off into Barton Springs and the Edwards aquifer. It would mean more air pollution outside Austin High, and it would significantly impact portions of the Violet Crown trail and Lady Bird Lake hike & bike trail, further reducing the options available for those of us who might wish to travel into downtown without the use of a car.<br><br>I recently returned from a trip to Portland, Oregon, where I was fortunate enough to enjoy a day in Washington Park, a large urban park just outside downtown, easily accessible by light rail. The park contains miles of hiking and walking trails, the Hoyt Arboretum, and various gardens. It was a joy to be able to escape the city without having to travel a long distance or hear a freeway running above my head. For Austinites, the Barton Creek Greenbelt offers this same opportunity. To jeopardize this habitat by plowing 6-8 additional freeway lanes through it, for the mere benefit of saving maybe a handful of minutes for commuters , would be a disgrace, especially when we all know that widening highways doesn't solve congestion. Instead, I would urge you to reconsider the project and order a complete environmental impact study. There is no way that widening Mopac and encouraging further sprawl is compatible with protecting our environment and ensuring sustainable growth in the Austin area. Instead, we need rail, express bus lanes, and protected and uninterrupted pedestrian and cycling paths as alternatives to more highway lanes.<br><br>One last note: while writing this email, I visited the CTRMA website. The first thing I noticed was an alert across the top of the website warning toll users about a smishing/phishing scam. I can't help but think that Austin would be a better place if instead of being exposed to potential scams via toll lanes, the people of Austin had the ability to securely tap-to-pay to ride a frequent, reliable train or bus into downtown, or could simply hop on a bike or lace up their shoes.<br><br>Thank you for your time. |

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| | | Sincerely,<br><br>Rob Hogan |

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| **4/6/2026** | Rob Reichle | CTRMA Board Members,<br><br>I am strongly against the proposed MoPac South expansion. I live in the affected area and take MoPac to work every day; I also run on trails in the affected area at least once a week. There is no way I would trade the quality of life, and of the natural resources in this area, for more lanes of traffic.<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Rob Reichle |

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| **3/29/2026** | Rob Vires | I am a longtime Austin resident and want this project to move forward to completion without delay. |
| **3/20/2026** | Robbie Kubala | I am writing to oppose the expansion of MoPac! This expansion will make pollution worse, heighten Austin's dependency on cars at the expense of public transportation, and worsen suburban sprawl at the expense of urban density. It will undermine Austin's climate goals at a time when we should be working to reduce emissions! |
| **3/24/2026** | Robbie Lueth | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin’s parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders’ external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods.<br>Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin’s environment, public health, and community life.<br><br><br>Sincerely,<br><br>Robbie Lueth |

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| **4/22/2026** | Robbie R | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Robbie R |

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| **4/22/2026** | Robbie R | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Robbie R |
| **3/15/2026** | Robbin Trusty | Expanding freeways is so passé!! It facilitates more traffic, pollution and noise in environmentally sensitive areas. Instead, let's be creative and forward thinking, and come up with better ideas than the same old unintelligent, costly response to this problem. Austin, we are smarter than this! |

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| **3/24/2026** | Robert Amedeo | Hello,<br><br>I fully support the upgrades planned for MoPac South. After reviewing the flythrough animation video and project website, I find the upgrades to be a compelling improvement to traffic flow in the affected areas.<br><br>Thank you,<br>Robert Amedeo |
| **5/3/2026** | Robert Boler | Dear CTRMA Board Members,Like many others, I am writing to strongly oppose the MoPac South expansion. We know full well by now that EXPANDING HIGHWAYS DOES NOT REDUCE TRAFFIC CONGESTION, and now you're risking the wellbeing of the incredibly unique (and tourism-driving) Barton Springs and the auqifer recharge zone just to pollute our air more. This is reckless, wasteful, and ineffective. If you want to improve traffic throughput, FUND MORE TRANSIT. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Robert Boler |
| **5/3/2026** | Robert Casias | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Robert Casias |
| **4/2/2026** | Robert Dohn | The current express lanes north of the river do little to address congestion. The lanes proposed south of the river will still encounter “chokepoints” and will not address the overall issue. The combination of the proposed expansion and the way that the City of Austin, Travis County and Hays County approach building permits is misaligned. The recent growth in the metro area far outweighs the proposed TxDot expansion. Building permitting needs to align with infrastructure. It does not today and appears to continue to be on a path of misalignment and mistakes. Fix the permitting and planning and have infrastructure that aligns with that building. The taxpayers will be wasting $ on something that does not address the root issue. |

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| **3/19/2026** | Robert G. Huth | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/16/2026** | Robert Hempfling | I have reviewed the current Mopac South toll proposals and I am writing to voice my perspective on the project. The plan seems to impact the residents living just near the river with significant noise increase, substantial construction interruption for years, added traffic thru neighborhoods and by schools, and decreased accessibility to Bee Caves Road. We get little to no benefit from the current plans yet we will deal with the construction headaches, ongoing noise increases and visual impact of additional raised decks. If we are going to be forces with living with the downsides of this project through our communities, at the very least it should benefit them with access to Bee Caves and Barton Springs Roads. |
| **5/3/2026** | Robert Kaler | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Robert Kaler |

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| **4/28/2026** | Robert Leeper | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Robert Leeper |

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| **5/3/2026** | Robert Molina | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Robert Molina |

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| **3/19/2026** | Robert Parsons Jr. | I live in a neighborhood that is currently affected by Mopac Road noise near the Bee Cave and mopac area and with proposed elevated connection ramps this will exacerbate the noise issue.<br><br>In the presentation it alludes to five areas that could qualify for noise mitigation walls can you provide more information on where those areas are and if there is one in the Bee Caves Rd connection area?<br><br>The presentation also alludes to a future process and vote for those walls can you provide more information on the timeline and process so that myself and other neighbors that are affected by noise can be involved in this process.<br><br>Thank you,<br>Rob<br><br>Robert Parsons Jr. |
| **4/22/2026** | Robert Postlewait | Please. Please do NOT expand MoPac! Leave it alone. |
| **4/21/2026** | Robert Saxon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Robert Schwenker | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. I also feel that while I-35 improvements are already planned I believe it will be unnecessary to move forward on any Mopac work until we understand the shift in motor vehicle traffic once I-35 is improved. As a user of Mopac and the parks surrounding Mopac and Lady Bird Lake I believe Austin's beauty is our parks and recreation versus continuing to become a highway wasteland like Dallas. We need to understand Austin's unique beauty and preserve it. Expansion of MOPAC is not critical to this The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Robert Schwenker |

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| **3/24/2026** | Robert Vickery | I am 100% in favor of this project! I sit in the traffic twice a day and it's maddening. We have to have better mobility. Please do something about this congestion. We are polluting the air beyond repair. |
| **4/20/2026** | Robert Wall | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Roberta Wright | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/16/2026** | Roberto Luis | Expanding Mopac will not alleviate traffic. It will cause more congestion over the short-term construction and then return to normal traffic after 5 years. From a study about induced demand, "Moreover, induced vehicle travel is expected to revert traffic speeds to pre-expansion levels in approximately five years." https://doi.org/10.1016/j.tranpol.2018.12.006 |
| **4/28/2026** | Robin Bradford | I've read a summary of the environmental impact study and it is not worth the risk to the Edwards Aquifer, Barton Springs creek and pool, or the other parkland that will be directly impacted by this project. I understand S. Austinites wanting a quicker commute but adding more traffic lanes is not the only way to do that. I attended the city hall protest some 40 years ago that resulted in some protections to the aquifer and creek. I'll keep protesting until the springs close and then I will leave town. It's the soul of our city....still. |

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| **5/3/2026** | Robin Bradford | Hello, my name is Robin Bradford and I lived in Austin for 40 years in Swelmouth-BartonSprings all that time.Right now I'm at the pool so if you have trouble hearing me it's because there's so many peoplehere enjoying this beautiful place including drummers and acro yoga people and familiesand children and people of every color and from little children to elderly people.And I'm calling to specifically request an environmental assessment for this projectso that it is clear what the impact will be and also the various alternatives.Barton Springs is to me the only reason to live in Austin and when the pool is no longerswimmable I will not live here.and I know that's true for other people. I baptized my son here. I've wept many tears here.I've swum many laps here and enjoyed doing that with the salamanders and the cormorantsand the turtles and the egrets and other wonders that I probably know nothing about.Thank you so much. Take care. Bye-bye. |
| **5/3/2026** | Robin Flowers | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Robin Flowers |

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| **3/20/2026** | Robin McMillion | Dear CTRMA Board Members,<br><br>Please do not expand or widen MoPac South. I travel this area several times per month. There's so much construction already in the Austin area, so much pollution, so many threats to our environment. I can't imagine how crowded and awful and disrupted things will be when construction is added to S. Mopac. Numerous studies over many years have shown that expanding lanes doesn't shorten drive times, but results in yet more traffic.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor |

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| | | would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Robin McMillion |

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| **4/27/2026** | Robin McMillion | I oppose the expansion of MOPAC South, an area which I travel frequently. Numerous studies have shown that expanding a highway does not actually reduce the length of a trip. Even if it did, a few extra minutes is a small price to pay to preserve our environment.<br><br>Kind regards.<br><br>Robin McMillion<br><br>Austin, Texas |
| **4/27/2026** | Robin McMillion | I oppose the expansion of MOPAC South, an area which I travel frequently. Numerous studies have shown that expanding a highway does not actually reduce the length of a trip. Even if it did, a few extra minutes is a small price to pay to preserve our environment. |
| **5/1/2026** | Robin McShaffry | Since Mobility is in the name of the organization, you would think there would be more options on the table, such as rail, buses, bicycle paths and other options. More lanes is not the right answer. I disagree with this plan on many levels. |
| **4/23/2026** | Robin Raines | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Robin Rather | Please do a full EIS. Please reconsider real alternative that do not hurt Zilker Park or Barton Springs. Please fund actual time saving mobility options. Please do not build this toll road that will save very little time and is extremely expensive. Please protect lungs by not adding to the air quality problems we have. Please do not increase the noise. Please just do not expand Mopac. It is not needed or wanted. It will increase heat island effect. Thank you for listening. |
| **5/3/2026** | Robin Scott | Are yall out of your minds???? Cutting right to the chase - the insanity needs to stop. More more more is NOT better better better. Encourage telecommuting, staggered hours, other means of transport. Can you imagine the stress? The air quality? I could go on but you all never hear us. All of this has killed the quality of life here. It's like a nightmare we can't wake up from. So NO. NO. NO. |
| **3/17/2026** | Robyn cantor | Please don't spend $ on this project. The benefits do NOT outweigh the costs and inconvenience. |
| **5/3/2026** | Robyn Chance | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Robyn Chance |
| **5/3/2026** | Robyn Northup | AGAINST. Not in support of this mopac expansion or anything that will environmentally impact barton springs watershed. |
| **5/3/2026** | Rocio Carreon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rocita Rana | Please do not build this road!! We need to protect our environment! I stand against this being built and would rather the money spent towards public transit, bike lanes, or ferries. |

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| **5/3/2026** | Rodney Joseph | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Rodney Joseph |
| **3/15/2026** | RODOLFO CARRERA | The MOPAC expansion is a terrible idea and the proposal here a form of barbarism to: 1. The unique nature of Barton Springs and Barton Creek, both iconic essential elements of Austin as a special city. 2. The Austin quality of life with the increased gas and noise pollution, traffic volume and intensity, and heat island effect that it will bring. 3. The Austin we all love as a place to live on, by facilitating that I-35 connects directly to MOPAC which will do Austin in for good. |
| **4/21/2026** | Rodolfo Chapa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Rodolfo Rodriguez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Rodolfo Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Roel Galvan | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Roel Galvan |
| **3/19/2026** | Roger | I do not want a wider highway. I do not want more emissions and pollution in my neighborhood. I DO want more bike lanes,one of the highway lanes converted to an HOV lane, and funding for better public transit and trains. |

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| **4/29/2026** | Roger Borgelt | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **3/24/2026** | Roger Moore | This is a huge improvement over previous versions.  I especially like the wishbones at Barton Skyway and the Wm Cannon bottleneck improvements. r |

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| **5/3/2026** | Roger Williams | I speak as a lifelong Austinite who rode his bike from Windsor to Northland on Mopac before it opened. I use Mopac frequently to commute to downtown, to go to North Austin, and to go South. I am an avid runner and cyclist. I ride and hike the Violet Crown Trail (VCT), all the way down to the Ladybird Wildflower Center, and I also use the trail around LadyBird Lake. I ask CTRMA: (1) to please conduct an Environmental Impact Statement before proceeding with any expansion of MOPAC, (2) minimize disruption to the VCT, (3) minimize disruption to the trail around LadyBird Lake, and (4) reconsider and reject all build alternatives that prioritize single-occupancy vehicle traffic over transit options. I have lived with MOPAC for its entire life and what CTRMA is currently proposing will be a net negative impact for everyone except some commuters who live south and west of Travis County. Adding any kind of capacity - even express lanes -- will beget more traffic outside the express lanes, and that will make my commute to downtown worse and everyone's trip on North Mopac worse. And I really resent the idea that CTRMA wants to improve the commute of the who live outside of Travis County and make mine worse. I plan for unpredictable congestion when I use Mopac and I expect everyone else to do the same. There will always be unpredictable congestion on Mopac regardless how many express lanes you add. As long as you prioritize SOV traffic over transit on Mopac, you are only kicking the can down the road. In my view the best way to reduce congestion on NB MOPAC is to shift more NB SOV commuters to 183 and 130 and offer transit alternatives. Thank you for considering my views. Roger Williams |
| **4/29/2026** | Roland Pena | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Roman Marsh | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Roman Marsh |

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| **4/29/2026** | Ronald Hasso | This project cannot go forward in the current manner given many troubling concerns. A comprehensive Environmental Impact Statement (EIS) is required for this project. The current proposal relies on a predetermined Finding of No Significant Impact (FONSI), which is inadequate under the National Environmental Policy Act (NEPA). The project's known consequences, such as drilling into the Edwards Aquifer, threatening federally endangered species, damaging public parkland, and degrading air quality near Austin High School and surrounding communities, collectively represent significant environmental impacts that legally necessitate an EIS. CTRMA must not be allowed to bypass this obligation. The underlying analysis is outdated. This project originated in 2011, and the traffic model used to evaluate and dismiss alternatives was finalized in 2012, over fourteen years ago. Austin has undergone significant changes since then. A global pandemic has altered commuting patterns, telecommuting has become a permanent part of the workforce, and Austin voters approved Project Connect, fundamentally transforming the regional transit landscape. CTRMA must update its data, revisit dismissed alternatives, and align its analysis with current local goals and policies before proceeding with this project. The claimed benefits do not justify the costs. The project is projected to save travelers only five to six minutes across the entire 8.77-mile corridor during peak hours, after five to seven years of disruptive construction. Construction-related delays will largely negate even these marginal gains. The cost-benefit analysis presented for this project does not make sense. FM2244 / Bee Cave Road cannot be ignored. The proposal fails to account for the critical role of FM2244, as a primary arterial, serving numerous communities and municipalities west of MoPac. The current design effectively forces that traffic onto Loop 360 and Walsh Tarlton Lane. A corridor wholly unprepared to absorb such volume. If this project goes forward, there must be a way to exit the express lanes and exit at FM2244 Endangered species impacts must be taken seriously. CTRMA has acknowledged that this expansion will adversely affect four federally endangered species, yet has declined to meaningfully consider design alternatives that could avoid these impacts. Construction threatens the integrity of groundwater flow to Barton Springs and risks permanent destruction of cave ecosystems. These are irreversible consequences that demand a higher standard of review and mitigation. Air quality concerns are not being properly evaluated. Austin High students and surrounding residents will face increased exposure to fine particulate matter (PM2.5) generated by additional traffic volume, tire wear, and brake dust. CTRMA's assertion that air quality will improve despite the addition of millions of vehicle miles traveled annually to the corridor is impossible. CTRMA's analysis and findings are not credible in the slightest. Water quality standards must not be dismissed. The proposed stormwater treatment measures fall below the standards that both Travis County and the City of Austin apply to their own road projects. During construction, sediment and pollutants will drain directly into the Edwards Aquifer Recharge Zone. This is harm that, once done, cannot be undone. The project must be held to the same water quality standards applicable to any public infrastructure in this region. |
| **4/28/2026** | Ronald Newland | I live very close to the project. My wife and I are very worried about Increased noise levels. The disruption to our neighborhood would be severe. |
| **5/3/2026** | Rosa Moreno | I object!! |

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| **4/22/2026** | Rosa Schnyer | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Rosa Schnyer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Rosa Spooner | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Rosa Spooner |
| **3/19/2026** | Rosalind Alexander-Kasparik | Highway expansions do not decongest trafficked areas; expansion in fact increasing congestion. Do not expand 1-35 at Slaughter or anywhere else. |
| **4/28/2026** | Rosario Krystof | This project needs to be fast tracked along with the Freeway to Dripping Springs. Today, I traveled 290 east bound slowly through Belterra, then flew though the new underpasses at the Y and William Canyon, only to get stuck once I hit mopac. 290W and South Mopac are way over due for improvement. |
| **4/22/2026** | Rosario Lopez-Cadenas | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Rosario Lopez-Cadenas | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rose Bressa | Hi, my name is Rose Bressa, and I'm an Austin resident at -, 78757.I'm calling to oppose the MOPAC South expansion as currently scoped and to ask that CTRMAand TxDOT require a full environmental impact statement instead of the environmental assessment.The corridor crosses the Edwards Aquifer recharge zone and habitat for federally listed endangeredspecies.The Austin City Council and Travis County Commissioners have both passed resolutionscalling for a full EIS.My family has been swimming at Barton Springs for generations.It is Austin's crown jewel.Please count this comment in the public record.Thank you.Thanks for watching! |

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| **4/27/2026** | Rose Duffin | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Rose Duffin |

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| **4/20/2026** | Rose Farrer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin, and against the MoPac South Expansion project.<br>The Barton creek recharge for Springs and greenbelt are the only wild spaces left for bike hike and climbing.<br>I respectfully urge you to include the following measures in all project scopes:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rose Frezza | Do not engage in this Mopac project that will ruin Barton Springs. |
| **4/30/2026** | Rose Taylor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/18/2026** | Roseanne Bokelmann | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Roseanne Bokelmann |

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| **5/3/2026** | Roseanne Bokelmann | Dear CTRMA Board Members,  <p class="isSelectedEnd">I am a long-time Austin resident and I thank you for taking the time to review this comment. I understand the need to address congestion, but I am deeply concerned about the environmental tradeoffs of expanding roadway capacity through one of the most sensitive and culturally significant parts of our city. The Barton Springs watershed and Edwards Aquifer are irreplaceable resources, and even small increases in runoff, pollution, or development pressure can have lasting consequences. Likewise, areas like Zilker Park are not just recreational spaces, they are central to Austin's identity and quality of life.  <p class="isSelectedEnd">While this proposal may aim to minimize direct environmental harm, expanding highway capacity risks reinforcing long-term traffic growth rather than solving it. Increasing roadway space often leads to more driving over time, which ultimately undermines the intended congestion relief and adds further strain to our natural systems. I encourage decision-makers to more fully consider whether these long-term, cumulative impacts have been adequately addressed in the environmental assessment. Instead of expanding MoPac, I urge you to prioritize alternatives that reduce dependence on single-occupancy vehicles, including meaningful investments in reliable and accessible public transportation, as well as strategies that better align growth with existing infrastructure. Austin's future depends on protecting its natural resources while building a transportation system that works for everyone rather than just accommodating more traffic in the same constrained and sensitive corridors.<br /><br />Thanks again for your time.  For the love of water in Central Texas,  Roseanne Bokelmann |

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| **5/3/2026** | Rosemarie Frezza | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February.<br><br>My family has been swimming at Barton Springs for generations. It is Austin’s crown jewel.<br><br>The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate.<br><br>Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request.<br><br>A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further.<br><br>Rose Frezza<br><br>Sent from my iPhone |

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| **5/3/2026** | Rosie Ruiz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Rosielynn Perez | Austinites do not want this. What we do want is a full Environmental Impact Statement (EIS) done and discussion of real alternatives that avoid irreversible damage to our water, wildlife, and public health. |
| **5/3/2026** | Roslyn Reavis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ross Albreski | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ross Beck | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Ross Beck |

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| **4/23/2026** | Ross Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Rowan Lopez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Roxy Szal | I strongly oppose this project.  Among other, many things, it will have terrible environmental consequences.<br><br>Climate journalist Dave Roberts has said, " This generation of humanity is engaged in a moral crime, the scale & consequences of which dwarf anything in our species' history." Going forward with this project would send us further down the path of environmental destruction. And there are so many other things we could do to make our city better. |

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| **5/2/2026** | Roxy Szal | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Roy Mullin | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Roy Mullin |

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| **5/3/2026** | RT Bailey | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, RT Bailey |

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| **4/21/2026** | Ruben Hernandez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Ruben Hernandez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | rubie rodriguez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, rubie rodriguez |

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| **4/27/2026** | Ruby Adkins | Dear CTRMA,<br>I am writing against this project. An expansion to MOPAC over ladybird lake, through the aquifer, benefits nobody on this Earth. The people of Austin want more public transit, not more private automotive pollution. For all things good, for the birds and trees, for the health of your children, we are begging yall not go through with this expansion.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | ruby lauritzen | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, ruby lauritzen |

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| **4/29/2026** | Rudy Garza | To Whom It May Concern,<br><br>I am writing to express my support for the proposed mobility improvements along MoPac (Loop 1) from Cesar Chavez Street to Slaughter Lane, as outlined in the MoPac South Environmental Study.<br><br>This corridor is vital to the Austin region's economic vitality, workforce mobility, and overall quality of life. As our population continues to grow, it is critical that we invest in infrastructure solutions that improve reliability, reduce congestion, and enhance connectivity across our community.<br><br>The proposed improvements represent an important step toward addressing current and future transportation needs in one of the region's most heavily traveled corridors. Advancing this project will help ensure that Austin remains competitive, accessible, and prepared for continued growth.<br><br>Thank you for the opportunity to provide input and for your leadership on this important effort.<br><br>Sincerely, |

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| **4/22/2026** | Rudy Rodriguez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Rudy Rodriguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/30/2026** | Rupali Sabnis | Please extend shared use path along TX-45 to FM 1826 |

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| **5/3/2026** | Russ Hodes | I just wanted to share my full support the MOPAC SOUTH TOLL ROAD project currently proposed for 2026.<br><br>We desperately need relief from the massive commuter influx from Hays county and San Antonio daily commuters. IH-35 stops moving every day and more people are using MOPAC, now that the SH-45 SW Tollroad is available to them.<br><br>This is an urgent project and it needs to be fast tracked, which is one reason I support the project as a Tollroad.<br><br>Circle C Ranch has endured substandard roads and highways, with no public transportation options. The CapMetro bus routes never materialized, our roads don't connect well and we are in a bottle necked situation with too many choke points.<br><br>The hardest to navigate is getting over Barton Creek.<br><br>P.S. Thank You for finally getting the Oak Hill Hwy290 project completed. It is a compromise design, but it only gets Dripping Springs commuters to MOPAC and I hope they can look forward to a flyover bringe to the new tollroad. |

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| | | Russ Hodes<br><br>Circle C Ranch |
| **5/3/2026** | Russ Hodes | I just wanted to support his Toll Road project because I think it will be best for everyone. The environmental concerns, in my opinion, are not significant or over-ridding. In S/W Austin, we lack connectivity (SH-45 still doesn't connect to Hwy 290), and MOPAC is already jammed with Hays county commuters. We need all the new lanes possible. |

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| **3/18/2026** | Russ Williams | Just wanted to express my position as in favor of the Mopac South Project.<br><br>With the upcoming IH-35 project through downtown Austin, we will need additional capacity on Mopac South. I am in full support of adding Express Lanes along Mopac South.<br><br>This will alleviate traffic congestion on IH-35 and Mopac. Express Lanes are typically built much quicker and paid for by those who use them.<br><br>Thanks,<br><br>Russ Williams |
| **4/30/2026** | Rusty Kelley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Ruth Casarez | I'm writing in opposition of the expansion of MoPac South. I believe its expansion would<br>Simply lead to greater traffic, increased air pollution, and degradation of some of our cherished<br>Natural resources. I urge you to conduct a full environmental impact statement (EIS) in order<br>To get a full and accurate picture of the damage such an expansion would cause to Austin's<br>Natural environment, including degrading some of our established neighborhoods.<br><br>In addition, I believe that a creating a regional lite rail system would be a much better alternative.<br>I have seen the benefits of lite rail in Denver and I think that type of system would work in our<br>City as well.<br><br>Thus, I urge you to opt for a different, more positive approach to our transportation challenges.<br>It is time to stop the "old" approach of simply adding more lanes to encourage more autos on<br>Our roads. We need to focus on & finance more public transportation!<br><br>Thank you for your consideration. Sincerely, Ruth Casarez |
| **3/19/2026** | Ruth Fleming | I DO NOT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: • Continuous pedestrian-bicycle paths along the project's length. • Converting an existing highway lane to a HOV/transit lane. • CTRMA to invest in transit, walking, and biking—not double down on highway expansion. This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. |

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| **4/28/2026** | Ruth Powers | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ruth Powers |

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| **5/3/2026** | Ruth Powers | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Ruth Powers |
| **4/28/2026** | Ruth Rosales | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Ruth Stewart | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ruth Stewart |

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| **4/22/2026** | Ruth Stewart | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ruth Stewart |

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| **4/27/2026** | Ryan | This proposal feels like a bandaid on a broken leg. As Austin continues to expand, expanding the freeway will be an expensive way to create a temporary fix to the issue of traffic. Furthermore, tolls serve as a regressive traffic mitigation solution, predominantly benefitting wealthier members of the community. Furthermore, as an individual who often transfers from Mopac to Capitol of Texas highway, this on/offramp is incredibly traffic heavy, and I fear that the proposed solution does not address this, and may even make this interchange worse in terms of traffic. The state should be partnering with the city of austin to fund long-term, data-backed solutions to traffic and urban living such as public transportation rather than instituting a faster commute behind a paywall, and creating a larger highway system that results in a visual blight on the community and a larger physical barrier between disparate parts of the city. |
| **4/19/2026** | Ryan Adams | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully, |

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| | | Ryan Adams |

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| **5/3/2026** | Ryan Akers | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Ryan Alvarez | Howdy, this is Ryan Alvarez, I'm a citizen here in Austin, Texas and I've heard aboutthe construction over on Mopac and I want to say it's not good for the environment,it's not good for the waters and the traffic of the people and I would like for this tobe put on review.Thank you. |

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| **4/23/2026** | Ryan Burt | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/1/2026** | Ryan C Spates | No one wants more toll lanes. We want trains and trails. You are out of touch with what the public wants from our infrastructure. you could have put in a rail line instead of more lanes and it would have benefited more people than just your pocket book |

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| **4/20/2026** | Ryan Colwell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Ryan Daspin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Ryan Gray | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. Lets get it done. Thanks, Ryan Gray |
| **5/1/2026** | Ryan Hunter | I strongly oppose any construction of additional new vehicle lanes on MoPac. Numerous studies show that additional lanes do not resolve or ease traffic long-term, and in many cases induce additional traffic which is harmful to Austin's environment and quality of life. I strongly SUPPORT the construction of additional shared use/bike paths along the MoPac south corridor, as facilitating alternative means of transportation DOES reduce traffic long-term and is greatly beneficial to Austin's quality of life. |
| **4/30/2026** | Ryan J Wooley | As a long-time resident of southwest Austin who uses Mopac daily, I oppose the proposed expansion. It will not solve any traffic problems, and the environmental consequences will be immense and irreparable. It is not worth it. |

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| **5/3/2026** | Ryan Maloney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Ryan Moreno | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/8/2026** | Ryan Nill | Please don't expand the highway! It only makes traffic slower and worse by allowing more cars into the city. Their are more effective ways to move people in and out of town. Please focus on transit and biking infrastructure to more effectively move people. |

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| **4/28/2026** | Ryan Pinkerton | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Ryan Pinkerton |
| **5/3/2026** | Ryan Schutte | I am against the south mopac expansion. We must protect the Edwards Aquifer recharge zone from this development. Barton Springs is a unique ecosystem and the potential of contaminating the water is too high. We can go without the extra toll lanes. Building more lanes only brings temporary traffic reductions while saving our most sacred natural wonders can bring lasting joy. |

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| **5/3/2026** | Ryan Sellers | I recently discovered the proposed Mopac expansion project and I am alarmed by the proposed projects proximity to critical waterways in Austin, TX. These water ways are the vital life blood of the city and should be protected at all cost. Before fast-tracking a massive highway project, a full Environmental Impact Statement should be performed to ensure any projects are done with the utmost respect for the natural environment of the city. Please do not make the mistakes of the past and cause further damage to our cherished waterways. |
| **3/19/2026** | Ryan Thompson | I oppose expanding MoPac. Widening highways is a proven dead-end —more lanes don't fix congestion, they induce more traffic. The result is predictable: more cars, more congestion, and worse outcomes for public health and climate. This approach runs directly against Austin's stated goals to reduce emissions and shift toward more sustainable transportation. If CTRMA is serious about the future of this city, the investment should go where it actually works: transit, safe walking infrastructure, and protected biking networks—not doubling down on outdated highway expansion. |
| **5/3/2026** | Ryan Wallace | The lack of respect and appreciation for the natural resources we have is insane to me. Leave the - springs alone!! - your toll roads |
| **5/3/2026** | Ryan Weibust | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Ryan York | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Ryan York | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Ryder Nicholas | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Ryder Nicholas |

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| **5/3/2026** | Rykhr Grissom | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Rykhr Grissom |
| **3/19/2026** | rylee ross | Do not expand mopac. It will increase pollution, decrease environmental diversity, and not improve the public transportation system as a whole. |
| **4/29/2026** | S S | I oppose expanding Mopac South. I live next to I35 and know the negative impacts I am breathing, seeing and hearing due to the expansion. People living and working near Mopac South should not have to deal with the same issues if it can be avoided. Additionally this is near an environmentally sensitive area and we don't need to add more pavement to that area.<br><br>We need better alternatives, we cannot keep pointing to HOV lanes and not expand bus and rail and other alternative options like bike lanes.<br><br>Thank you,<br><br>Aleksandra Sivolob |
| **4/2/2026** | SAAD ALTAI | Guys My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you |

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| **4/4/2026** | Sabina Klein | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Sabina Klein |

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| **4/4/2026** | Sabina Klein | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Sabina Klein |

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| **5/1/2026** | Sabina Masnica | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>PLEASE KEEP WHAT MAKES AUSTIN, AUSTIN. NO ONE SUPPORTS MORE ROADS AND CONSTRUCTION, ESPECIALLY ZILKER, LADY BIRD LAKE, BARTON CREEK, WILLIAMSON CREEK GREENBELT.<br>Austin has changed so much, keep this special place in Austin the same. The cons of this expansion outwiegh the little pros.<br>PLEASE HONOR AUSTIN RESIDENTS' VOICES.<br>Thank you. |
| **3/28/2026** | Sabine Francis | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Thank you. |

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| **5/3/2026** | Sabrina Stantzyk | Hello,<br><br>Please allow the following quoted text to serve as my public comment submission:<br><br>"During my daily commute along MoPac South (after transitioning onto MoPac South from downtown West Cesar Chavez Street), I have observed ongoing roadside debris along with multiple dead animals, including two cats in nearby locations of MoPac South about a month apart (in which the remains of one cat were not removed until after I reported it to TxDOT approximately a week later; the other cat's remains were also present for approximately a week until a storm came). This is distressing to see and raises concerns about roadway safety, environmental conditions, and overall corridor monitoring and maintenance. The repeated presence of debris and dead animals in or around this area suggests a pattern that may involve illegal dumping and/or animals entering the roadway from adjacent green space, or at a minimum a dangerous hotspot. As additional lanes are considered, I am concerned that the foregoing issues could increase if not addressed. As this Environmental Assessment evaluates impacts to both humans and the natural environment, I ask that these conditions be considered, including how the project will address wildlife movement, animal-related hazards, timely removal of roadway debris, and measures to monitor, discourage and prevent illegal dumping along the corridor."<br><br>Thank you.<br><br>Best,<br><br>Sabrina Stantzyk-Guzek |

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| **5/3/2026** | Sabrina Stantzyk-Guzek | During my daily commute along MoPac South (after transitioning onto MoPac South from downtown West Cesar Chavez Street), I have observed ongoing roadside debris along with multiple dead animals, including two cats in nearby locations of MoPac South about a month apart (in which the remains of one cat were not removed until after I reported it to TxDOT approximately a week later; the other cat's remains were also present for approximately a week until a storm came). This is distressing to see and raises concerns about roadway safety, environmental conditions, and overall corridor monitoring and maintenance. The repeated presence of debris and dead animals in or around this area suggests a pattern that may involve illegal dumping and/or animals entering the roadway from adjacent green space, or at a minimum a dangerous hotspot. As additional lanes are considered, I am concerned that the foregoing issues could increase if not addressed. As this Environmental Assessment evaluates impacts to both humans and the natural environment, I ask that these conditions be considered, including how the project will address wildlife movement, animal-related hazards, timely removal of roadway debris, and measures to monitor, discourage and prevent illegal dumping along the corridor. |
| **4/22/2026** | Sage Clay | Dear CTRMA Board Members,<br><br>I am a proud citizen of Austin, Texas. Austin is a gem for many reasons. Two of these are its immense natural beauty and less highway-dependent development than other major Texas cities. This expansion threatens both.<br><br>For one, the immense natural beauty in question is also a major capital generator for the city; Zilker is a premier event hub and encroaching on it with highways will drive down the amount of money that travel generates by making the city less of a destination. Additionally, it would further encroach on the most sensitive area of the already stressed Edwards Aquifer, a boon for all of Texas, not just Austin, in our water-stressed future. Water shortage is not good for quality of life or the economy and further threatens Texas' status as an economic superpower.<br><br>Second, as a citizen of Austin, this will give me no benefit at all. I cross the river as part of my day-to-day using MoPac and though traffic exists, it is so minute and temporary that an expansion is a complete waste of resources. Additionally, it is a known fact that lane expansions in no way counteract traffic and are a stopgap solution at best. Houston is a model of this. The expansion itself will decimate an entire beloved area of the city I call home by destroying businesses and worsening neighborhood traffic for years to come, reducing the value of the Austin real estate market and tourist economy by ruining one of its most walkable areas.<br><br>I urge you to reconsider this project through the lens of a citizen whose life will be impacted by it and a practical perspective, as both views should logically be opposed to this. Thank you.<br><br>Sincerely,<br><br>Sage Clay |

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| **4/22/2026** | Sage Clay | Dear CTRMA Board Members,<br><br>I am a proud citizen of Austin, Texas. Austin is a gem for many reasons. Two of these are its immense natural beauty and less highway-dependent development than other major Texas cities. This expansion threatens both.<br><br>For one, the immense natural beauty in question is also a major capital generator for the city; Zilker is a premier event hub and encroaching on it with highways will drive down the amount of money that travel generates by making the city less of a destination. Additionally, it would further encroach on the most sensitive area of the already stressed Edwards Aquifer, a boon for all of Texas, not just Austin, in our water-stressed future. Water shortage is not good for quality of life or the economy and further threatens Texas' status as an economic superpower.<br><br>Second, as a citizen of Austin, this will give me no benefit at all. I cross the river as part of my day-to-day using MoPac and though traffic exists, it is so minute and temporary that an expansion is a complete waste of resources. Additionally, it is a known fact that lane expansions in no way counteract traffic and are a stopgap solution at best. Houston is a model of this. The expansion itself will decimate an entire beloved area of the city I call home by destroying businesses and worsening neighborhood traffic for years to come, reducing the value of the Austin real estate market and tourist economy by ruining one of its most walkable areas.<br><br>I urge you to reconsider this project through the lens of a citizen whose life will be impacted by it and a practical perspective, as both views should logically be opposed to this. Thank you.<br><br>Sincerely,<br><br>Sage Clay |

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| **4/29/2026** | Sage Jones | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Sai Kunderu | Not involved with txdot |
| **4/21/2026** | Saige Simmons | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Sakura Willingham | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/27/2026** | Salem Jones | Barton Springs is the heart of the city and quite possibly Texas. We must do everything to preserve and conserve it. More road is not the answer. |

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| **4/26/2026** | Sally Jacques | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | sally Jacques | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Sally Jacques |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **4/26/2026** | Sally Jacques | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/26/2026** | Sally Jacques | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/26/2026** | Sally Schuhmacher | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Sally Schuhmacher |

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| **4/20/2026** | Sally Strickland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Sally Zaleski | Dear CTRMA,<br>I am very passionate about our city, its citizens, and the environment. I think it's especially important to protect our parklands. I'm worried this project will harm our green spaces.<br>Therefore, I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Sincerely,<br>Sally Zaleski |

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| **5/3/2026** | Sam Blumberg | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Sam Blumberg |
| **4/28/2026** | Sam Burnton | I am writing to express opposition to the proposed MoPac South expansion. This project raises significant concerns related to environmental impact, neighborhood disruption, and long-term community stability. The corridor overlaps with sensitive areas tied to the Barton Springs watershed and Edwards Aquifer, and expansion increases risks to water quality, habitat, and green space that are central to Austin's identity. From a mobility perspective, expanding highway capacity—particularly tolled lanes—does not address underlying congestion and may worsen it over time. At the same time, the project would disrupt frontage road access that residents rely on for daily navigation, reducing local connectivity. More broadly, this proposal appears to prioritize marginal travel-time gains over the quality-of-life factors that define Austin's long-term success. Available data shows Austin's congestion, while real, is not among the most severe nationally, and recent population trends indicate growth has slowed compared to prior years. This suggests the city's primary challenge is no longer rapid expansion at all costs, but maintaining livability, environmental integrity, and resident retention. Projects of this scale risk eroding the very qualities that attract and keep people in Austin. For residents like myself, this is not theoretical. The combined impact of environmental degradation, reduced accessibility, and loss of neighborhood character would materially affect the viability of continuing to live in this area. When quality of life declines beyond a certain point, people do not simply adapt—they relocate. I encourage a more serious evaluation of alternatives, including the no-build option and solutions that better align mobility with environmental protection, neighborhood preservation, and long-term quality of life. |
| **5/3/2026** | Sam Elick | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Sam Elick |

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| **5/3/2026** | Sam Hochstettler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sam Hochstettler | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Sam Hochstettler |
| **4/28/2026** | Sam Howard | No construction!!!! |

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| **4/3/2026** | Sam Jett | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Sam Jett |

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| **4/20/2026** | Sam Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Sam Law | The Mopac South expansion is taking place in Barton Springs Edwards Aquifer recharge zone. Barton Springs and the Edwards aquifer are crucially important to Austinites, from their recreational value, the ecological value, and the almost spiritual connection people have to the springs. With the water levels in serious decline, it is urgent that any project be conducted with a comprehensive and complete environmental impact statement and serious consideration of alternatives. The further development of highways should not come at the cost of long term harm to one of Austin's most iconic and valued ecologies. |
| **4/24/2026** | Sam Maurer | Dear CTRMA,<br>I am writing ya'll because I deeply care about the green spaces and their importance to the daily lives of Austinites. I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>These are the places that make Austin Austin and they should be preserved for all. Not only people, but the wildlife that makes this city great.<br>Thank you for your time and consideration. |

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| **4/30/2026** | Sam Mayer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Sam Mohler | Hi there,<br><br>I've lived in Austin for over 10 years, and I've watched the Greenbelt sit dry for much of that time. Barton Springs is one of the few reliable natural places we have left. It's not just a landmark, it's part of my routine and a big reason I've stayed in Austin.<br><br>Please consider what makes Austin different from cities like Houston and Dallas. Our natural spaces are central to our identity. We've already seen what happens when those are degraded—San Pedro Springs in San Antonio has been so heavily impacted by groundwater depletion and development that it's effectively been lost as a natural spring. We shouldn't follow that path.<br><br>The proposed MoPac South expansion puts Barton Springs and the surrounding watershed at risk. These are significant environmental impacts that require a full Environmental Impact Statement, not a limited assessment.<br><br>The project also relies on outdated data and offers minimal benefit. Years of construction for only a few minutes of travel time savings is not worth the long-term damage, especially with increased traffic and worse air quality near Austin High School.<br><br>Please complete a full EIS, update the analysis with current data, and prioritize alternatives that protect Austin's water and natural spaces.<br><br>Sam |

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| **4/22/2026** | Sam Pribble | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Sam Pribble | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sam Reese | Please no construction that affects the watershed zone and integrity of Austin’s most beloved natural features. A highway expansion offers minimal pros and a BILLION cons. #SaveOurSprings |

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| **5/3/2026** | Sam Richards | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sam Richards |

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| **3/26/2026** | Sam Sawyer | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br><br>The Greenbelt and all close by natural areas near this proposed roadway will be harmed and impacted forever. I use MoPac as it is all the time now and it seems to work fine?!? yes there are traffic pileups at various times throughout the day but its managable. We dont need more roads - innovation is moving quickly and who even knows if there will be as many drivers in 2 decades? Lets just hold off for now and keep Austin the special place it is. We don't want to turn into Dallas or Houston - this place is special. You are not building roads into farmland on each side - you are destroying a special Greenbelt and natural areas. Its honestly sickening.<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods.<br>Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Sam Sawyer |

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| **4/22/2026** | Sam Schonzeit | CTRMA Board members,<br>It is unacceptable for the Central Texas Regional Mobility Authority (CTRMA) to continue disregarding the significant environmental and community impacts of widening and elevating portions of MoPac South through the neighborhoods of Austin, Rollingwood, and West Lake Hills. The porposed highway expansion directly over the Edward Aqufier Recharge Zone, threatens water quality and endangers the alread precarious survivial of four federally listed endangered species, including the Barton Springs and Austin Blind Salamanders. Furthermore, the expansion will exacerbate localized air quality concerns, near sensitve areas like Austin High School, where students and teachers will bear the brunt of increased air pollution.<br><br>Without a full Environmental Impact Statement (EIS), CTRMA is risking irreversible environmental harm, years of disruptive construction, and the permanet loss of endangered species; all for a project that may fail to deliver the minscule, promised traffic benefits. The Austin community rejects the proposed "finding of no significant impact" and demands that the CTRMA, as part of a full EIS, prioritize meaningful community engagement to develop modern, sustainable alternatives that address congestion without sacrificing environmental protections or public health.<br>I LOVE THE SPRINGS AND THIS EXPANSION WILL NEGATIVELY EFFECT MY HEALTH AND WELLBEING-SAM S |
| **5/2/2026** | Sam Tomac | Please cancel or reconsider the mopac expansion through our beloved green spaces and trails. We do not need another express lane, we need expanded trails and alternative transportation forms! My family loves using the green space trails that this expansion will ruin. |
| **3/21/2026** | Sam Webb | I want writing to strongly oppose the expansion of MoPac. Increasing the number of lanes on a highway is an antiquated and ineffective way to ease traffic. It will lead to more car use, increase traffic, and cause harm to Austin's air and environment. Austin needs to focus on increasing access to other forms of transportation such as biking and buses. I support a renovation of MoPac to add separated bike lanes, bus-only lanes, and HOV lanes. Thank you for your time. |
| **5/3/2026** | Samaia | We do not need another toll road. We also do not need to put our beautiful springs at risk. This project would add unnecessary pollution to our city |
| **3/20/2026** | Samantha | The traffic at MoPac and SW Parkway needs attention in this plan. How is that going to be dealt with; it is a major bottleneck and headache. There should be a way to get on/off the MoPac express lanes at SW Parkway. |
| **5/3/2026** | Samantha | Why do we keep wanting to ruin parts of Austin that are quintessential Austin? Projects like this are catering to the wrong people and wrong goals. |
| **5/3/2026** | Samantha | PLEASE STOP THIS PROJECT. This is a critical watershed to austin, not just ecologicallly but CULTURALLY! Barton springs and the Barton creek green belt, which would inarguably be impacted (and most likely NEGATIVELY) by this project and any future major infrastructure projects around this area. As a longtime austin resident, Barton is what makes this city livable during the brutal summer months. It brings incalculable amounts of tourism to the city. It gives people somewhere to enjoy the natural splendor of the state. PLEASE for the love of god, stop this mopac expansion project IMMEDIATLEY! |

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| **4/20/2026** | Samantha Bankson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>In my own words, I claim Zilker Park as my backyard with pride. Please do not take away what makes Austin, Austin. We love our greenspaces- that's why we came and that's why we stayed. Not for more highways.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Samantha Bellier-Igasaki | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Samantha Bellier-Igasaki |

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| **4/22/2026** | Samantha Bull | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>First of all, I would encourage you to research solutions to highway traffic. You'll find that dozens and dozens of studies over the past 15 years all indicate that more lanes and wider roads do NOT lessen traffic or commute times. This expansion is unnecessary and cuts into this city's famous and beloved green spaces. This expansion would impact not only these spaces but Austin hallmarks like Barton Springs and Austin High School. I urge you to scrap this expansion proposal for the implementation of better public transit.<br><br>If this proposal goes through, I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>- An attempt to minimize the impact on Austin High School<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Samantha Bull | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>First of all, I would encourage you to research solutions to highway traffic. You'll find that dozens and dozens of studies over the past 15 years all indicate that more lanes and wider roads do NOT lessen traffic or commute times. This expansion is unnecessary and cuts into this city's famous and beloved green spaces. This expansion would impact not only these spaces but Austin hallmarks like Barton Springs and Austin High School. I urge you to scrap this expansion proposal for the implementation of better public transit.<br>If this proposal goes through, I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>- An attempt to minimize the impact on Austin High School<br>Thank you for your time and consideration. |

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| **3/16/2026** | Samantha Daly | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Samantha Daly |

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| **3/16/2026** | Samantha Daly | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/23/2026** | Samantha Glover | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Samantha Greenlaw | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Samantha Hershorn | Complete an actual environmental impact study. Save the beauty of what makes Austin special. No more concrete. Save Barton Spings |
| **5/3/2026** | samantha jones | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, samantha jones |

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| **5/3/2026** | Samantha Lopez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Samantha Lopez |

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| **4/23/2026** | Samantha Maggart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Samantha Marroquin | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Samantha Marroquin |
| **5/3/2026** | Samantha Miller | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Samantha Miller |

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| **5/1/2026** | Samantha Mohler | I've lived in Austin for over 10 years, and I've watched the Greenbelt sit dry for much of that time. Barton Springs is one of the few reliable natural places we have left. It's not just a landmark, it's part of my routine and a big reason I've stayed in Austin. Please consider what makes Austin different from cities like Houston and Dallas. Our natural spaces are central to our identity. We've already seen what happens when those are degraded—San Pedro Springs in San Antonio has been so heavily impacted by groundwater depletion and development that it's effectively been lost as a natural spring. We shouldn't follow that path. The proposed MoPac South expansion puts Barton Springs and the surrounding watershed at risk. These are significant environmental impacts that require a full Environmental Impact Statement, not a limited assessment. The project also relies on outdated data and offers minimal benefit. Years of construction for only a few minutes of travel time savings is not worth the long-term damage, especially with increased traffic and worse air quality near Austin High School. Please complete a full EIS, update the analysis with current data, and prioritize alternatives that protect Austin's water and natural spaces. |
| **4/22/2026** | Samantha Nichols | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/22/2026** | Samantha Nichols | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Samantha Nunez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Samantha Nunez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/16/2026** | Samantha Oates | This project is promising “5 minutes” docked off our commute for $825 million; it will damage our precious ecosystem and our aquifer. I strongly believe the commute is not going to improve after this; take a look at I-35, it has been decades of reconstruction and STILL, no final result. And with this project, the damage to our environment could be irreversible, and therefore, there would be no more “Austin” for the public to enjoy. I do not support this project as an Austinite. |

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| **4/20/2026** | Samantha Oates | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Samantha Oates |

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| **4/20/2026** | Samantha Oates | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Samantha Oates |

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| **4/22/2026** | Samantha Stone | Dear CTRMA Board Members,<br><br>Barton Springs and Zilker are the gems of Austin--it is in all of our best interest to protect these green spaces and the biodiversity here AT ALL COSTS. I adamently oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Samantha Stone |

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| **4/22/2026** | Samantha Stone | Dear CTRMA Board Members,<br><br>Barton Springs and Zilker are the gems of Austin--it is in all of our best interest to protect these green spaces and the biodiversity here AT ALL COSTS. I adamently oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Samantha Stone |

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| **5/3/2026** | Samantha Stone | I stand adamantly opposed to the expansion of South MoPac. This project is poorly planned and if CTRMA were to conduct a legitimate environmental impact assessment, they would find that the years of mass-scale construction and exponential increase in pollution would have devastating effects for Edwards aquifer—the most vulnerable watershed in Texas because of the many recharge zones associated with Austin's karst geology. Why would we jeopardize the health of our springs and it's many sensitive species for 5 minute shorter commute? Barton, Zilker—these places are the gems of our city. The sacrifice is far too great. |
| **4/22/2026** | Samantha Tapia | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Austin is only as beautiful as we can allow it to STAY. Remember the decisions the city and its constituents tooks post building the Bear Creek mall, thousands were devastated to see the lack of protection of green space. do NOT make the same mistake again and LISTEN to your constituents.<br>Thank you for your time and consideration. |

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| **4/23/2026** | Samantha Tisci | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Samantha Tisci |

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| **4/28/2026** | Samara Flener | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Samara Flener |

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| **5/3/2026** | Sami McKenzie | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Sami McKenzie |
| **5/3/2026** | Sami Ruess | This is RIDICULOUS. Barton, our nature, is the last piece of goodness we have in Austin. If you do this expansion you're driving away so many animals, people and you will get a ton of kickback.  This isn't acceptable and don't we have enough tolls?  Not everything is about $ Let's keep Austin SPECIAL where people WANT to tour and visit because of our green, water and  fresh air |
| **4/22/2026** | Samiha Ali | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Samiha Ali | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Samira Lott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sammah Drogosch | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sammah Drogosch |
| **4/27/2026** | Samridhdi Shrestha | I love barton springs, it's the last big thing keeping Austin unique. If we didn't have this gorgeous natural swimming spot right in the middle of the city, how would we be different from other Texas cities? Complete a full environmental impact statement for the mopac expansion project. We need our beautiful river more than another pollutant. |

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| **5/3/2026** | Samuel Botner | Hi, my name is Samuel Botner and I'm calling to ask for a full environmental impact checkfor the MOPAC expansion that's being proposed.I am concerned about the impact on the aquifer recharge zone not being able to recharge,having concrete paved over it, and also all the pollution that could enter this extremelysensitive recharge zone for the concrete that's proposed to fill caves with fourendangered species that are endemic to Austin area being put under threat. Andalso it doesn't make any sense on a level of traffic to endure more trafficwe would ever make up in time from the expansion of the highway seven yearsafter it's finished. So that would be that would be my request. I hope thatyou hear our voices and can can acknowledge the potential dangers ofand problems that it could cause. Thank you. |
| **4/22/2026** | Samuel Braunstein | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>Drawing on my 5+ years as a professional environmental scientist and consultant, I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration. In particular, this open space fund would serve to protect the Edwards Acquifer Recharge and Contributing Zone to protect water quality and assist with flood mitigation.<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Samuel Braunstein | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>Drawing on my 5+ years as a professional environmental scientist and consultant, I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration. In particular, this open space fund would serve to protect the Edwards Acquifer Recharge and Contributing Zone to protect water quality and assist with flood mitigation.<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Samuel Burnett | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Samuel Burnton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Samuel Gabelmann | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Samuel Kirk | I think not going forward with the project is the best way to reduce traffic in the area. Traffic is bad on Mopac, I see it firsthand on the way to and from work every day, but time and time again it has been shown that adding extra lanes does not reduce congestion. See: https://www.sciencedirect.com/science/article/abs/pii/S0967070X18301720 https://nacto.org/wp-content/uploads/induced_traffic_and_induced_demand_lee.pdf By the numbers stated in the report as well, I don't think that the time save is worth the extra congestion for the duration of the project, nor will it solve the issue long term. I don't want to have perpetual construction once this first lane is not enough. If we really want to reduce the traffic in the area we should be giving people reasonable commute alternatives to use. Having a better commuter or long distance rail system would be easier to scale in the future should demand increase, even if it is a tougher up front cost. The best way to reduce traffic is to push people to more efficient alternatives, not adding lanes. |

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| **5/3/2026** | Samuel Mayer | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Samuel Mayer |
| **4/20/2026** | Samuel Sherrill | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope in the hopes we can keep the special places that make our city a place residents and visitors alike can enjoy:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/2/2026** | Sandra Burchsted | As a citizen of Austin you need to know<br><br>• I oppose the MoPac South expansion.<br><br>• I want a full Environmental Impact Statement (EIS) !!!!<br><br>• I support funding for rail, transit, and biking instead.<br><br><br>Sandra Burchsted<br><br>Balcones Park |

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| **5/3/2026** | Sandra Dahdah | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Jake Westerman |

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| **5/3/2026** | Sandra Dahdah | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Sandra Dahdah |
| **5/3/2026** | Sandra Dunsmore | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Sandra Dunsmore |

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| **5/3/2026** | Sandra Morrow | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sandra Morrow |

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| **4/19/2026** | Sandra Spencer | Dear CTRMA Board Members,<br><br>I moved to Austin 6 years ago and found the roads fairly well maintained but virtually unmarked and convoluted beyond understanding.<br><br>I live near the Y, which is supposed to be improved by the current construction, but I can see serious flaws in the design already, and I foresee more convolution when the current work is done. Thus I suspect y'all will want further "improvements" in coming years.<br><br>So, when you ask for my input about the MoPac south expansion, I have to wonder why the city's residents would want to go through the aggravation and headaches associated with the project just so they could save 5 minutes' drive time. I also cannot fathom why Austin -- supposedly home to at least a few forward thinkers -- is not attempting to spearhead a rail line that would eventually link San Antonio and Dallas along the I-35 corridor. (A diversion or connection to the MoPac corridor is so obvious an alternative to expanding the MoPac south.) NOW is the time to consider building ABOVE the existing corridor -- either I-35 or the MoPac. In the future, Austin would have little problem linking to a rail line that has been talked about for many years. While that future takes its time, Austin could be in the vanguard of progress. The city could obtain land for commuter parking and use permeable surfacing for the lot; It also could install solar panels above the lot to provide power to the rail line.<br><br>The entire MoPac expansion reeks of stodgy, uninspired thinking, not to mention the threats to WATER supply, pollution, neighborhoods, and endangered species. If adopted, this project will be a major inconvenience for years to come while anchoring the city firmly in the last century.<br><br>Come on, y'all! Surely we can do better than to embrace 20th-century thinking when our collective future is at stake.<br><br>Sincerely, Sandra Spencer |

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| | | Sincerely,<br><br>Sandra Spencer |

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| **4/27/2026** | Sandy Dochen | Dear CTRMA Board Members,<br><br>I agree that we need a full EIS before this project goes forward. I'm very much for increased mobility, but this proposal seems to run roughshod over sensitive areas and disrupts some of our most beloved public parks and landmarks. I don't see an EIS as a delaying tactic but one of seeking balance. The plan should also include a strong scenario for rail, dedicated bus lanes and/or other options besides cars.<br><br>I believe fully that Austin has disproven the adage "if you don't build, they won't come." However, more supply of roads usually leads to more demand, thus negating the improvements.<br><br>For the love of water in Central Texas,<br><br>Sandy Dochen |

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| **4/22/2026** | Sannon Carte | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Shannon Carte |

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| **4/23/2026** | Santiago Bearkley | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Santiago Bearkley |

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| **4/20/2026** | Sara Cleveland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Sara Del Real | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sara Diamond | Please do not expand mopac around Zilker park. It is too precious to our city and the expansion is not worth any harm that may be caused due to the construction and extra space the road will take up. Please stop this project! |
| **4/19/2026** | Sara eskew | Mopac south extension is a really bad idea because it will terribly degrade our very sensitive Barton springs. |

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| **4/24/2026** | Sara Franks | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Sara J | More lanes are not the solution. More pavement over the most beautiful part of the city is not the right answer! We owe it to ourselves and future generations to do better. Please do not move forward with this ill=thought out plan.<br><br>* I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>* I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA)<br><br>Sincerely,<br><br>Sara Johnson |

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| **4/20/2026** | sara koen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Sara Mather | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/19/2026** | Sara McCalla | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>Barton Springs is virtually the last standing old Austin gem that has not been catastrophically altered by development. The hike and bike trail is cherished by those of us that live near and use it. Why would you not do everythign you can to protect what is left of this beautiful city??<br><br>I live in Clarksville and live the effects of development and traffic daily. I have a child, a young driver, at Austin High. Dropping more drivers off in their vicinity, particularly if they're going 70mph exiting Mopac for downtown, is wreckless.<br><br>The Draft Environmental Assessment raises serious environmental and community concerns that warrant more review:<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| | | • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Sarah McCalla |

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| **5/3/2026** | Sara Pearce | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Sara Pearce |
| **4/29/2026** | Sara Powell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Sara Robinson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| **4/22/2026** | Sara Robinson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Sara Robinson | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Sara Robinson |

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| **4/28/2026** | SARA ROMANUS | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>SARA ROMANUS |

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| **4/26/2026** | Sara Vaughan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Sara Wells | Dear CTRMA,<br>Please work with city council on the best options here. Please be environmentally conscious. And for the love of God, don't let this construction project last for years. I'm tired of the entire city being under construction.<br>—<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/4/2026** | Sara Williams | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **5/3/2026** | Sara Woody | Dear CTRMA Board Members, For the last couple of years I have watched our city officials sell our city for capitalism. It's made me so sad to watch the city I grew up in forego its values for the gain of a dollar -- this expansion fees devastating to so many of us Where is the city I love ? Where are the leaders we elected looking out for our natural waters and animals ? I'm deeply disappointed in this proposal of expansion I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Sara Woody |
| **4/22/2026** | Sara Worthington | Expanding mopac would destroy numerous water recharge zones, kill my local parks like dick Nicholas, circle c park, the violet crown trail just to name a few. This would also cause more congestion in our city! What a waste, we should be focusing on better public transit rather than this. I strongly oppose this ridiculous effort for an 18 mile stretch of highway. |
| **4/23/2026** | Sarabeth Hough | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sarah Abraham | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. In additiona to all this, Austin prides itself on being a progressive, green city, but these sorts of projects demonstrate clear disregard for the residents of Austin, both human and otherwise. If we want Austin to be the sort of city we claim it is, we need to prioritize the health and safety of Austin's human and wildlife communities rather than bowing to the pressure of the construction cartels (I do not use this term lightly, but that is what they are) that seem to control our city councils and determine all of our city's operations. Please consider doing the right thing rather than the profitable (for a handful at the expense of the many) thing. Respectfully, Sarah Abraham |
| **3/19/2026** | Sarah Arvey | I am strongly opposed to expanding Mopac at any location. This would be a detriment to quality of life and environment in Austin. |
| **5/3/2026** | Sarah Arvey | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Sarah Arvey |

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| **5/3/2026** | Sarah Barazi | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sarah Barazi |

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| **5/3/2026** | Sarah Bass | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sarah Bass |

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| **4/21/2026** | Sarah Beauchamp | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **4/22/2026** | Sarah Beery | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Sarah Beery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Sarah Bentley | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Sarah Bentley |

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| **5/3/2026** | Sarah Bentley | Hi, my name is Sarah Bentley and I'm a citizen of Austin, Texas and I am calling to urgeyou, beg you please, make sure that for the MOPAC expansion that they demand an environmentalimpact statement, a full CIS.They're claiming currently that it's not going to have any impact and that is just impossibleconsidering that it's on top of the recharge zone for Barton Springs and theaquifer that's so important for so many people living in central Texas, includingbeing the main source of water for San Antonio, the whole city of San Antonio. Soit's very important that we demand a full environmental impact statement andnot to mention the damage that could be done to nature, wildlife, endangered species in the area,and our jewel of the city, jewel of Austin, heart and spring. Thank you. |
| **5/2/2026** | Sarah Bird | You must reconsider the current South Mopac Expansion project. It will destroy the soul of our city for years and have untold environmental/ecological damage. My entire week pivots around a stroll in that area. MOre study must be done. |
| **4/20/2026** | Sarah Bodine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sarah Cantrell | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sarah Cantrell |

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| **4/23/2026** | Sarah Church | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Sarah Church |

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| **5/3/2026** | Sarah Cox | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sarah Cox |

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| **4/20/2026** | Sarah Cox-Walker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sarah Faust | Dear CTRMA Board Members, The public explanations of the project are inadequate. I attended the public meeting at Bowie High School. I reviewed all of the Boards and saw "Express Lanes" proposed. Nowhere were the "Express Lanes" identified as toll lanes. At a final board describing the project it showed "non-tolled lanes." I asked someone why did it not explain that the "Express Lanes" were tolled, and they agreed that was misleading. Using the term "Express Lanes" does not give the public notice that this is a proposed toll road, that the only advange of this construction will go to toll payers, and there is no public benefit in terms of free lanes. The proposed addition of 5 to 7 new lanes, 4 of them tolled (which I only learned from speaking with the environmental advocates), extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Construction damage and pollution to Barton Creek, sensitive karst habitat, and the underground aquifers that feed Barton Springs. *Additional pollution from cars traveling on the expanded highway. *Degradation of the environment near Zilker Park, Bee Caves Road, and Highway 360 with overpasses and blocked views. * My children, who are currently in elementary and middle school, will spend all of their high school years dealing with the pollution from this construction and the closure of the Crenshaw pedestrian bridge as they travel to and from Austin High School, in exchange for very little improvement in mobility. Studies show that the travel time we will lose during construction will likely never be made up by improved traffic flows after construction. *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *During construction sediment, pollutants, and untreated runoff will flow directly into exposed voids in the Edwards Aquifer Recharge Zone, Lady Bird Lake, and creeks causing irrervisbile harms to aquatic ecosystems and degrading water quality. *The proposed water quality treatment methods are fundamentally non compliant. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Sarah Faust |

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| **4/1/2026** | Sarah French | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |
| **4/27/2026** | Sarah Gilson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Sarah Hart | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Sarah Hart |

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| **3/31/2026** | Sarah Higgins | Please do not expand mopac. Please. |

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| **4/24/2026** | Sarah Jarrell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Sarah Jenkins | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Sarah Jenkins |
| **4/30/2026** | Sarah Johnson | Neglecting to do a full environmental impact assessment for a for-profit venture in an area with impending water access concerns that is projected to provide water for surrounding areas in the coming months is extremely irresponsible. Is there a reason this project is considered so much more essential than the security of our waterways that a full impact study is not being required of it? A city that foregoes forethought and informed decision-making for zeal is not one to feel proud to live in. |

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| **5/3/2026** | Sarah Johnson | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sarah Johnson |

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| **4/20/2026** | Sarah Judkins | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/25/2026** | Sarah Khayyatzadeh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sarah Kilfoyle | Please do not let this project go forward!!! Water resources in Texas are become more and more scarce we should all prioritize saving and protecting what waterways and watersheds we have before it's too late! So many people throughout history including Robert Redford, Lady Bird Johnson, and innumerable Austinites have spent decades of fighting actions like these in order to protect our beautiful natural springs. I urge everyone who could try to stop this to do so, to think of a better way forward both for nature and for current and future Texans. I'm sure there is a way forward that would both protect nature and achieve TXDots goals if we take a moment to consider it. Please do not let greed, haste, or artificial pressures cloud your judgement think and do not let this project go forward. These springs were here for thousands of years before a highway was even conceived of and can be here for hundreds if not thousands of years more if we take a stand together. Thank you! |
| **5/3/2026** | Sarah Kohlman | Expanding this highway is going to cut into Austin's nature, habitats and what makes Austin so great. PLEASE do research before expanding. This will not help with traffic. It will only make traffic worse. We need better public transportation NOT more roadways and more tolls. I love Austin because of the nature. PROTECT IT |

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| **3/13/2026** | Sarah Larocca | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge the CTRMA Board to require preparation of a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin. This landscape has supported people and communities for thousands of years and continues to define the character and spirit of our city. The unique relationship between water, geology, and community draws people here and shapes daily life in Austin. Barton Springs, the Greenbelt, and Lady Bird Lake are places where residents cool off in the summer heat, walk and gather with friends and family, paddle along the lake, and explore the remarkable caves, trails, and natural spaces that exist right in the center of a major city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will have no significant impacts to communities, endangered species, or water quality. For those of us who live and work here and understand the fragility of this landscape, that conclusion is difficult to reconcile with the information presented in the assessment itself.<br><br>The proposed project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff can move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features are present within the project area and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and several unnamed tributaries that ultimately feed Barton Springs Pool. Despite this, the document provides little meaningful protection for these sensitive natural features during construction. Expanding pavement across this landscape will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals into the system.<br><br>The assessment also acknowledges that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander—species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only within the Barton Springs segment of the Edwards Aquifer and nowhere else in the world. It requires exceptionally stable water conditions, including clear, well-oxygenated spring flow within a narrow temperature range and dissolved oxygen levels around six milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these species to survive. The same vulnerability applies to the Barton Springs salamanders that inhabit Barton Springs and nearby spring systems.<br><br>Beyond these environmental concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor to as many as thirteen to eighteen lanes in some areas, paving nearly the entire right-of-way as it crosses Lady Bird Lake and runs alongside Austin High School. This scale of expansion would introduce additional pavement, elevated roadway structures, and significantly increased noise and air pollution in the immediate vicinity of one of Austin’s most historic public high schools and the students who attend it.<br><br>The proposal would also affect some of Austin’s most heavily used public spaces and recreational corridors. Construction associated with new bridges and roadway widening would disrupt the Butler Hike-and-Bike Trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These spaces are not simply recreational amenities; they are integral to daily life in Austin, used by walkers, cyclists, runners, students, and families throughout the city. Years of construction, closures, noise, and disruption would significantly |

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| **3/26/2026** | Sarah Larocca | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge the CTRMA Board to require preparation of a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin. This landscape has supported people and communities for thousands of years and continues to define the character and spirit of our city. The unique relationship between water, geology, and community draws people here and shapes daily life in Austin. Barton Springs, the Greenbelt, and Lady Bird Lake are places where residents cool off in the summer heat, walk and gather with friends and family, paddle along the lake, and explore the remarkable caves, trails, and natural spaces that exist right in the center of a major city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will have no significant impacts to communities, endangered species, or water quality. For those of us who live and work here and understand the fragility of this landscape, that conclusion is difficult to reconcile with the information presented in the assessment itself.<br><br>The proposed project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff can move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features are present within the project area and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and several unnamed tributaries that ultimately feed Barton Springs Pool. Despite this, the document provides little meaningful protection for these sensitive natural features during construction. Expanding pavement across this landscape will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals into the system.<br><br>The assessment also acknowledges that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander—species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only within the Barton Springs segment of the Edwards Aquifer and nowhere else in the world. It requires exceptionally stable water conditions, including clear, well-oxygenated spring flow within a narrow temperature range and dissolved oxygen levels around six milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these species to survive. The same vulnerability applies to the Barton Springs salamanders that inhabit Barton Springs and nearby spring systems.<br><br>Beyond these environmental concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor to as many as thirteen to eighteen lanes in some areas, paving nearly the entire right-of-way as it crosses Lady Bird Lake and runs alongside Austin High School. This scale of expansion would introduce additional pavement, elevated roadway structures, and significantly increased noise and air pollution in the immediate vicinity of one of Austin’s most historic public high schools and the students who attend it.<br><br>The proposal would also affect some of Austin’s most heavily used public spaces and recreational corridors. Construction associated with new bridges and roadway widening would disrupt the Butler Hike-and-Bike Trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These spaces are not simply recreational amenities; they are integral to daily life in Austin, used by walkers, cyclists, runners, students, and families throughout the city. Years of construction, closures, noise, and disruption would significantly |

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| | | limit access to the lake and trail system that thousands of residents rely on every day.<br><br>Austin residents have engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. Today the risks are even greater, as the Edwards Aquifer faces increasing pressure from drought, rapid development, and growing water demand. Yet this proposal has resurfaced without the comprehensive environmental analysis that a project of this scale and location warrants.<br><br>A full Environmental Impact Statement would provide the rigorous analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and ensure meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, this level of review should be the minimum standard.<br><br>Austin's water, wildlife, and quality of life are too important to risk on incomplete analysis. Barton Springs has flowed here for tens of thousands of years, and the decision before you will shape whether future generations experience it as we do today. There is only one Barton Springs, and once it is lost, it cannot be replaced.<br><br>I respectfully urge the CTRMA Board to listen to the voices of the community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>For the love of water in Central Texas,<br><br>Sarah Larocca |

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| **4/14/2026** | Sarah Larocca | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Sarah Larocca |

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| **4/28/2026** | Sarah Larocca | Dear CTRMA Board Members,<br><br>To the CTRMA Board,<br><br>My name is Sarah Larocca. I am a research scientist, a longtime Austin resident, and a Board Member of Save Texas Streams — an organization that has spent decades fighting to protect the creeks, aquifer, and springs that define this city. I am writing in strong opposition to the proposed MoPac South expansion and urge you to conduct a full Environmental Impact Statement (EIS) before this project advances one step further.<br><br>Barton Springs is not an amenity. It is a living system — one that has sustained people, wildlife, and community for thousands of years. The Edwards Aquifer Recharge Zone is a karst landscape where surface runoff moves rapidly through caves, fractures, and sinkholes with very little natural filtration. Substantially expanding pavement directly above this system will increase stormwater runoff and introduce sediment, hydrocarbons, tire particles, and heavy metals into the very recharge pathways that feed Barton Springs Pool.<br><br>The Draft Environmental Assessment acknowledges karst features within the project corridor. It acknowledges that Barton Creek, Eanes Creek, Skunk Hollow Creek, and multiple unnamed tributaries intersect the corridor. It acknowledges that suitable habitat exists nearby for the endangered Barton Springs salamander and the Austin Blind salamander — a species that exists nowhere else on Earth, at the springs themselves, requiring exceptionally stable water chemistry, temperature, and oxygen levels to survive. And yet it concludes there are no significant impacts. That conclusion is impossible to reconcile with the facts the document itself presents. |

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| | | Beyond the ecological concerns, this expansion would widen MoPac to as many as thirteen to eighteen lanes in places, passing directly over Lady Bird Lake and alongside Austin High School. It would bring years of construction, noise, and air pollution to one of our most historic public schools and disrupt the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the trail network connecting Lady Bird Lake, Zilker Park, and Barton Creek Greenbelt — spaces that are not amenities, but daily lifelines for thousands of Austin residents.<br><br>In 2016, this community said no to an earlier version of this project. The risks are even greater today. Our aquifer faces mounting pressure from drought and overdevelopment, and this project has returned without the comprehensive environmental analysis that a place of this ecological and cultural significance demands.<br><br>A full Environmental Impact Statement is not a bureaucratic hurdle. It is the minimum standard of transparency and accountability that this community, this landscape, and these species deserve.<br><br>There is only one Barton Springs. Once it is gone, it is gone forever. I respectfully urge the CTRMA Board to require a full EIS before taking any further action on this project.<br><br>Thank you for your time and consideration. |

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| | | Sarah Larocca<br><br>Board Member, Save Texas Streams<br><br>Austin, TX<br><br><br><br>Respectfully,<br><br>Sarah Larocca |

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| **3/13/2026** | Sarah Larocca | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge the CTRMA Board to require preparation of a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin. This landscape has supported people and communities for thousands of years and continues to define the character and spirit of our city. The unique relationship between water, geology, and community draws people here and shapes daily life in Austin. Barton Springs, the Greenbelt, and Lady Bird Lake are places where residents cool off in the summer heat, walk and gather with friends and family, paddle along the lake, and explore the remarkable caves, trails, and natural spaces that exist right in the center of a major city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will have no significant impacts to communities, endangered species, or water quality. For those of us who live and work here and understand the fragility of this landscape, that conclusion is difficult to reconcile with the information presented in the assessment itself.<br><br>The proposed project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff can move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features are present within the project area and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and several unnamed tributaries that ultimately feed Barton Springs Pool. Despite this, the document provides little meaningful protection for these sensitive natural features during construction. Expanding pavement across this landscape will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals into the system.<br><br>The assessment also acknowledges that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander—species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only within the Barton Springs segment of the Edwards Aquifer and nowhere else in the world. It requires exceptionally stable water conditions, including clear, well-oxygenated spring flow within a narrow temperature range and dissolved oxygen levels around six milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these species to survive. The same vulnerability applies to the Barton Springs salamanders that inhabit Barton Springs and nearby spring systems.<br><br>Beyond these environmental concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor to as many as thirteen to eighteen lanes in some areas, paving nearly the entire right-of-way as it crosses Lady Bird Lake and runs alongside Austin High School. This scale of expansion would introduce additional pavement, elevated roadway structures, and significantly increased noise and air pollution in the immediate vicinity of one of Austin’s most historic public high schools and the students who attend it.<br><br>The proposal would also affect some of Austin’s most heavily used public spaces and recreational corridors. Construction associated with new bridges and roadway widening would disrupt the Butler Hike-and-Bike Trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These spaces are not simply recreational amenities; they are integral to daily life in Austin, used by walkers, cyclists, runners, students, and families throughout the city. Years of construction, closures, noise, and disruption would significantly |

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| **3/13/2026** | Sarah Larocca | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge the CTRMA Board to require preparation of a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin. This landscape has supported people and communities for thousands of years and continues to define the character and spirit of our city. The unique relationship between water, geology, and community draws people here and shapes daily life in Austin. Barton Springs, the Greenbelt, and Lady Bird Lake are places where residents cool off in the summer heat, walk and gather with friends and family, paddle along the lake, and explore the remarkable caves, trails, and natural spaces that exist right in the center of a major city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will have no significant impacts to communities, endangered species, or water quality. For those of us who live and work here and understand the fragility of this landscape, that conclusion is difficult to reconcile with the information presented in the assessment itself.<br><br>The proposed project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff can move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features are present within the project area and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and several unnamed tributaries that ultimately feed Barton Springs Pool. Despite this, the document provides little meaningful protection for these sensitive natural features during construction. Expanding pavement across this landscape will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals into the system.<br><br>The assessment also acknowledges that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander—species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only within the Barton Springs segment of the Edwards Aquifer and nowhere else in the world. It requires exceptionally stable water conditions, including clear, well-oxygenated spring flow within a narrow temperature range and dissolved oxygen levels around six milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these species to survive. The same vulnerability applies to the Barton Springs salamanders that inhabit Barton Springs and nearby spring systems.<br><br>Beyond these environmental concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor to as many as thirteen to eighteen lanes in some areas, paving nearly the entire right-of-way as it crosses Lady Bird Lake and runs alongside Austin High School. This scale of expansion would introduce additional pavement, elevated roadway structures, and significantly increased noise and air pollution in the immediate vicinity of one of Austin’s most historic public high schools and the students who attend it.<br><br>The proposal would also affect some of Austin’s most heavily used public spaces and recreational corridors. Construction associated with new bridges and roadway widening would disrupt the Butler Hike-and-Bike Trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These spaces are not simply recreational amenities; they are integral to daily life in Austin, used by walkers, cyclists, runners, students, and families throughout the city. Years of construction, closures, noise, and disruption would significantly |

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| | | limit access to the lake and trail system that thousands of residents rely on every day.<br><br>Austin residents have engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. Today the risks are even greater, as the Edwards Aquifer faces increasing pressure from drought, rapid development, and growing water demand. Yet this proposal has resurfaced without the comprehensive environmental analysis that a project of this scale and location warrants.<br><br>A full Environmental Impact Statement would provide the rigorous analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and ensure meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, this level of review should be the minimum standard.<br><br>Austin's water, wildlife, and quality of life are too important to risk on incomplete analysis. Barton Springs has flowed here for tens of thousands of years, and the decision before you will shape whether future generations experience it as we do today. There is only one Barton Springs, and once it is lost, it cannot be replaced.<br><br>I respectfully urge the CTRMA Board to listen to the voices of the community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Warmly,<br><br>Sarah Larocca |

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| **4/19/2026** | Sarah Leyda Yong | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Sarah Lobera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Sarah Marsh | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover. This is the heart of our city!!!<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. We DON'T NEED MORE CONSTRUCTION!<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Sarah Marsh |

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| **4/24/2026** | Sarah McFarland | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Sarah Mcnulty | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sarah Mellett | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Sarah Mellett |

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| **4/18/2026** | Sarah Niedzialkowski | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Sarah Niedzialkowski |

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| **4/18/2026** | Sarah Niedzialkowski | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Sarah Niedzialkowski |

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| **4/23/2026** | Sarah OConnor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sarah Otto Combs | Hello, my name is Sarah Otto Combs and I'm calling in regards to the potential expansionof MOPAC and I'm asking for a full environmental impact study and research.I'm asking for this as a restoration ecologist who knows firsthand exactly the kind of impactthese types of expansions have on native habitat species, especially with this being so closeand directly connected to Barton Springsand the aquifers in Springs,which recharged this beautiful gem of our city.This is one of the best places of Austinand it is so incredibly unique.So we need to do everything in our powerto make sure that we are being responsiblein expanding and not doing unnecessary constructionand harm to endemic species,which Barton Springs is of course known for.So again, I'm requesting a full environmental impact statement and review be completed beforefurther decisions are made about MOPAC expansion. |
| **5/3/2026** | Sarah Perez | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Sarah Perez |

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| **4/24/2026** | Sarah Pomeroy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Sarah Queen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Sarah Robinson | Hello, I'm a very concerned citizen of Austin. I have been here for just about15 years, going on 16, and I am very concerned about this highway that is notnecessary, that will be causing deep detriment to all of our endangeredspecies, the trees, the parks, the pollution, the water.There's just so much that is very concerningas a citizen here.We are big fans of our water.We're big fans of our aquifer and our fresh spring water.And there's a fear that this will notget things are very sensitive.It's a sensitive recharge zone.So I'm calling to please ask for a full environmental report to really investigate this situationbecause this will leave deep detriment to our land, to our water, to our aquifer, toBarton Springs, to our endangered species, trees, everything.So, for us, there's no guarantee this is going to save five minutes.For the 10 years, possibly, we already have I-35.This is not necessary, and we are going to do everything that we can to do our best toprevent this, and we're concerned.Yeah, so an environmental report would be necessary for this project to take place.-, my name is Sarah Robinson.I'm a business owner, a community leader, and have been here for a really long time.So I'm here for seeing the livelihood of Barton Springsfor future generations and rememberingwhat is our legacy of Austin?What are we really here to do?Yeah, thank you so much. |

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| **5/3/2026** | Sarah Ruiz | Dear CTRMA Board Members, I'm writing to express my strong opposition to the MoPac South highway expansion project. I'm against this for several reasons. First of all, this expansion directly threatens the Edwards Aquifer Recharge Zone, which means Barton Springs and surrounding aquatic ecosystems will have a significant pollution risk due to construction and increased traffic. In addition, local temperatures will be raised as a result of adding more than 110 acres of new pavement; this will also have a significant and lasting impact on water quality and aquatic life. I'm especially concerned about: <ul data-start="5811" data-end="6369"> Oil, heavy metals, and chemical pollutants running off into the aquifer from impervious surfaces. The lack of water quality protection during construction (when the greatest harm occurs) and how post-construction ponds won't mitigate this issue. Removing trees and vegetation. Destroying karst features and caves. *Protecting the eight endangered species that could be impacted by this project.*Adding lanes to MoPac will not solve the issues that cause traffic congestion. Only a more reliable public transportation system can do that. <p data-start="6371" data-end="6517">I am requesting that you prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Sincerely, Sarah Ruiz |
| **4/30/2026** | Sarah Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Sarah Seidman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Sarah Seidman |

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| **4/24/2026** | Sarah Seidman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Sarah Seidman |

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| **4/30/2026** | Sarah Simpson | To CTRMA:<br><br>In regards to the Mopac South Project, please:<br><br>* Do NOT add more lanes or expand the highway generally - research shows this is a fraudulent use of taxdollars that creates more traffic and is not a longterm solution<br><br>* DO IMPROVE TRANSIT reliability with dedicated transit infrastructure<br><br>* DO ADD protected bike and pedestrian paths with shade with regular east-west crossings to improve connectivity in town<br><br>Best,<br><br>Sarah Simpson |
| **5/3/2026** | Sarah Smelser | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Sarah Smelser |

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| **4/27/2026** | Sarah Speck | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sarah Spivey | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Sarah Stockton | For the love of all that is holy, please do not expand MoPac! Even TXDOT is waking up to the fact that lane expansions do not alleviate traffic and are not a sustainable solution to Texas Transit woes (see Connecting Texas 2050 plan). Expanding MoPac in this corridor would additionally disrupt the Butler Hike and Bike Trail, which is already partially closed due to the also ill-advised I-35 expansion that is currently wreaking havoc on the city. The crown jewel of AISD, Austin High School, is situated in the expansion path, and this would cause remarkable disruption and potential health issues for students, faculty, and staff. Say NO to the expansion, and let's keep Austin moving on our feet, on our bikes, in our cars, and by rail. |

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| **5/2/2026** | Sarah Strange | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Sarah Sullivan | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| **5/3/2026** | Sarah Sullivan | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sarah Sullivan |
| **5/3/2026** | Sarah Sullivan | Dear CTRMA Board Members, Honestly, have you ever been to Barton Springs? Have you ever sat under on old oak and felt the magic of the water and watched people enjoying themselves on, well basically any day of the year? Have you ever learned about the wildlife that lives there? Have you ever learned about the history of Austin's greatest gem? <br /><br /> Because if you had... I think it would OBVIOUS why endangering it would be THE WORST MISTAKE OF YOUR LIFE. You can't even fathom the repercussions of what this proposed 'development' will do. Stop thinking about money for one second and think about life. Think about the hundreds of thousands of people that make core memories here in Austin because the Edward's Aquifer exists. This city would just be like any other city if we lost this. <br /><br /> Wouldn't you rather be remembered for doing something great for our city rather than ruining the one thing that makes it unlike any other place? Sincerely, Sarah Sullivan |

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| **4/23/2026** | Sarah Todd | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Sarah Todd |

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| **4/20/2026** | Sarah Tramell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Sarah Ulusoy | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **3/19/2026** | Sarah Vazquez | As an Austinite, I have seen what expanding highways do to a city. It makes it inefficient, unenjoyable, and dangerous. Expanding MoPac is an outdated, expensive, and unsustainable method of transportation. While other developed countries are investing in high speed rails we continue to pour our resources to highways with minimal improvement in traffic and years of construction. Austinites deserve better. Austinites deserve a city they can enjoy without the hassle of constant construction, car accidents, and long commutes. Invest in public transportation that will benefit ALL including those who choose to drive. Stop expanding highways! Let us enjoy our city! |

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| **4/22/2026** | Sarah White | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Sarah White | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sarayu Adeni | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sarayu Adeni |

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| **4/3/2026** | Saren Rubel | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Saren Rubel |
| **4/27/2026** | Sarina Lal | Please do not expand Mopac and disrupt this beautiful Austin staple. You are ruining what makes Austin such a beautiful city. Barton attracts people local and from all over the country. LEAVE IT ALONE PLEASE. You do not have the support of Austinites on this expansion of Mopac!! Listen to your constituents!! |

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| **3/12/2026** | Sasha Dixon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Sasha Dixon |
| **5/2/2026** | Sathvika Akula | Barton is a central part of Austin and needs to be protected |

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| **4/25/2026** | Satori Dalton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Savanna Pierce-shimomura | Dear CTRMA Board Members,<br><br>I am uninterested in minimally decreasing my commute time to harm animals the ecosystem and have a dangerous road during construction.<br><br>Sincerely,<br><br>Savanna Pierce-shimomura |

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| **4/26/2026** | Savanna Pierce-shimomura | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Savanna Pierce-shimomura |

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| **3/17/2026** | Savanna Polasek | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Savanna Polasek |

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| **4/4/2026** | Savanna Polasek | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Savanna Polasek |
| **4/27/2026** | Savannah Bonette | Please do not expand Mopac, we do not want nor need this expansion! I love Barton springs so much and would hate for it to change in any way! I urge you to complete a full environmental impact study. |

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| **5/2/2026** | Savannah Burney | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Savannah Gillard | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Savannah Parks | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Savannah Parks |
| **4/28/2026** | Savannah Rudkin | I have lived in the greater Austin area my whole life. Barton Springs is an essential part of this city! The ecosystem needs it and the people need it! It is a quintessential community space. We need a full environmental study before we sacrifice our water and our way of life! Barton Springs is practically synonymous with Austin. Do the right thing here |

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| **4/25/2026** | Savannah Urker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Savannah Webster | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Scarlett H | I very close to the stretch of Mopac that is being considered. Highway noise keeps me up at night already, and the construction and inevitable increased number of cars will make it worse. I also know I'm not the only one with those issues. Southwest Austin would greatly benefit from increased public transit as it is, and that transit could be implemented for a lower cost for a similar benefit compared to the highway without doing undoable damage to Barton Springs for generations to come or bring the construction and highway noise to thousands of homes. Do not expand Mopac. |

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| **4/24/2026** | Scarlett Luedecke | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Scarlett Stevens | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Scarlett Stevens |

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| **4/26/2026** | Scarlett Stevens | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Scarlett Stevens |
| **4/29/2026** | Scott | I encourage local leaders to reconsider continually prioritizing new single-occupancy vehicle infrastructure, and instead prioritize high quality, compact and walkable communities within the city, along with "commuter" options for those who insist on benefitting from cheaper land outside the city, but work inside, and use the "free" infrastructure that has been built to facilitate their choices. |

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| **5/3/2026** | Scott | This whole MOPAC expansion can't go forward unless we have a realenvironmental check-in. This piece of property and these life forms are uniqueand have been shared by generations and deserve to continue to be shared bygenerations. If anything, we need to be doing more to ensure that the wholeall of our waters become the number one water is what keeps us alive and thisidea of zero impact must be explained by a further deeper more intense panelbecause it's just not possible my name is Scott |
| **5/3/2026** | Scott Armstrong | This project is a poor use of public funds. Residents are not concerned about the money already spent. We are concerned about the irreversible damage to some of the city's most valued and beautiful areas. Please do not move forward. Accept the sunk costs and reconsider. Traffic is part of city life. It should be addressed through public transportation, carpooling, biking, and better planning, not by sacrificing irreplaceable green space. This project would harm the quality of life that makes this city special. |
| **4/4/2026** | Scott Artman | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **4/2/2026** | Scott Bailey | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you. |
| **5/3/2026** | Scott Bohrer | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Scott Bohrer |

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| **4/20/2026** | Scott Burns | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Scott Cook | Speaking as someone who swims and has swum in Barton Springs daily for the past 40 years, I've noted how quickly the Springs cloud up from runoff into the aquifer. More so in low flow years than in high, and we're stuck with low for who knows how long. With a project of this magnitude, I am skeptical that you can effectively contain and the dust, particles, pollutants generated by the construction so as to keep them out of the aquifer and subsequently, the Springs. Recognizing that you do need to "improve" the traffic flow, I strongly advocate that you reconsider alternatives that require less construction, more effective use of the existing roadway. However under any circumstance, I would ask that you prepare a full Environmental Impact Statement - the EA draft presented does not appear sufficient. |
| **5/3/2026** | Scott Cook | When I swim at Deep Eddy Pool, I'm impressed (not in a good way) at the high level of traffic noise from cars on Mopac crossing the lake. Adding more cars will only make this worse. Whereas I live near Mopac, I'm fortunate not to be within earshot. I'm sympathetic to those that are. That said, please recognize that building more capacity only encourages more use. Please reconsider options that promote alternative forms of transportation, encouraging folks to change the status quo. |

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| **4/13/2026** | Scott Deskins, Jr. | I am writing on behalf of HPI Real Estate Services & Investments, the owner of Barton Oaks Plaza II & III in the Barton Oaks Plaza office complex (901 S Mopac Expy), to formally object to the proposed reconfiguration of the Bee Caves Road and MoPac intersection as currently designed under “Bee Caves Intersection Concept.” While we recognize and appreciate the Central Texas Regional Mobility Authority's long-term goal of improving north-south congestion along the MoPac corridor, the proposed changes to surface street access at this intersection raise serious concerns for the businesses and tenants who rely on direct westbound access from Barton Oaks Plaza onto Bee Caves Road. The current design introduces additional signalized intersections and rerouted traffic patterns that appear to complicate and delay what is presently a simple, direct exit from our complex heading west — a route that hundreds of our customers, employees, clients, and vendors depend on daily. The western direct access from Barton Oaks Plaza to Bee Caves is paramount to the continued viability of the office park and we are completely opposed to its elimination. Accessibility into Barton Oaks Plaza is not merely a matter of personal convenience, it is a fundamental component of the value we provide to our tenants and the benefits we present to prospective ones. Barton Oaks Plaza's location has historically been a selling point precisely because of its ease of access to both MoPac and the westbound Bee Caves Road corridor leading to the Westlake, Bee Cave, and Lake Travis markets, where a significant portion of our customers, clients, and prospects are located. The proposed intersection redesign meaningfully increases travel time and introduces confusion for drivers exiting Barton Oaks heading west and in doing so diminishes the locational appeal of the entire campus. This will directly impact our ability to attract and retain tenants, negotiate competitive lease terms, and maintain occupancy levels, all of which are core to our business operations. Beyond the impact on HPI's leasing activity, the broader tenant community at Barton Oaks would face real logistical consequences. Employees commuting to and from the Westlake corridor, vendors making deliveries, and clients visiting the complex would all encounter increased friction in their daily travel. In a competitive office market where tenants have choices, unnecessary commute complications are a legitimate factor in lease renewal and relocation decisions. The ripple effect of degraded access, even if the route technically remains available via U-turns at other points along MoPac, will erode the desirability of our assets and the buildings in the complex over time, ultimately affecting property values, lease rates, and the vitality of the surrounding business community that depends on easy connectivity between central Austin and points west. We want to be clear that HPI is not opposed to investment in the MoPac corridor or to the broader goals of the MoPac South project. If the CTRMA can demonstrate that the final design preserves a clear, direct, and low-friction westbound route from Barton Oaks Plaza onto Bee Caves Road, without significant added delay or confusing lane configurations, we would be supportive of the project moving forward. The improvements to north-south capacity would benefit the region as a whole, and we welcome infrastructure investment that strengthens Austin's transportation network. We simply ask that east-west connectivity for the businesses and residents already anchored along this corridor not be sacrificed in the process and urge the CTRMA to revise the intersection concept to ensure that westbound Bee Caves Road access from Barton Oaks Plaza remains direct, intuitive, and unimpeded. |

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| **4/20/2026** | Scott Eshbaugh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Scott Freeze | It's hard to believe that anyone would want to propose building multiple highway/express lanes across an aquifer recharge zone creating massive air, water , noise pollution, without having an (EIS) - a full environmental impact statement. This projected time saver is unrealistic especially during construction probably adding 30 additional minutes for a one Billion Dollar price tag?!?! Are you nuts? Years will pass as it is being built and all of the pollutions mentioned above for us to suffer. Or, is there an ulterior motive? Justify further extending Mopac/toll lanes to south I35? This nightmare scenario would double/triple traffic on Mopac both way caused by drivers wanting to avoid I35 plus air/water/noise pollution forever!!!! Scott Freeze BBA |
| **5/1/2026** | Scott G McKinlay | Please, no more toll roads in Central Texas. |
| **5/1/2026** | Scott Mackey | Hi! As a 11 year austin resident, I remain motivated to protect what makes the city magical. Clean, cold water. Our water, our silence, our forests and our trees. Community members who live for each other and are committed to protecting what makes austin magical. I'm equally motivated to protect austin from anything that threatens Austin's magic. For instance, expanding mopac in a way that will introduce more cars, more noise and more pollution to the austin ecosystem. I haven't seen research that indicates more car lane's decrease congestion, and equally, I struggle to identify a single reason we should be increasing the flow of traffic through central austin. I always wish to error on the side of protecting what makes austin, austin. clean, cold water. open green space and enormous parks. a quality of life that doesn't include endless urban sprawl. For all these reasons, I'm begging for this project not just to be delayed, but cancelled permanently. |
| **5/3/2026** | Scott Mackey | Hello, this is Scott Mackey. I live in Austin since 2015. Currently I'm at 610Davis Street in unit 2503. I'm calling for a couple very specific reasons. Thefirst is to request, although I hope it comes across more as a polite demand,that a full environmental impact assessment is completed before movingforward with the MOPAC expansion. That is at a minimum. My true hope is that theNo fact expansion just won't happen.More lanes of highway and more traffic through central Austin, through the Edwards Aquiferrecharge zone, anywhere near Zilker Park and Barton Springs, frankly, is the last thingthat Austin needs.The heart of the city, the magic of the city, the soul of the city is its green spaces andits clean, fresh, cold water.And anything that threatens that threatens Austin.And it is not just worth it.The magic of Austin is not more growth, more traffic, and more units.The magic of Austin are the people that are attracted to and that thrive within and aroundthe nature of the city.My email is mackey.scott.gmail.com, and again, that is mackey.scott.gmail.com.I always love hearing responses, these sort of things.Thank you, and I appreciate you, whoever you are, and all of the good work that you'redoing.Thank you, and I love you.Bye. |

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| **3/28/2026** | Scott morris | Connect us to the path so that we may enjoy the same connectivity and benefits as the other neighborhoods and enjoy the cities trail system safely |
| **3/19/2026** | Scott Pollack | Dear CTRMA Board Members,<br><br>More lanes makes more traffic, not less. If you want to help our community, invest in public transportation, invest in ride sharing, invest in alternative routes.<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. |

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| | | • Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Scott Pollack, Ph.D. |
| **3/26/2026** | Scott Pollack | More lanes creates more traffic. There is no requirement to increase lanes or create toll lanes. To reduce traffic redirect it elsewhere, such as to non-eco-sensitive locations. Additionally encourage public and alternative transportation to reduce traffic. For example, remove a lane of car traffic for dedicated bus transportation. Destroying the environment and our natural habitat for profit and instead of making long lasting beneficial improvements is severely saddening. |

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| **5/2/2026** | Scott Pollack | I previously left a comment requesting a full environmental study to be performed regarding the impact of the MoPac South project as required by federal law. After further review of the project it has come to my attention that the current justification for this project is to reduce commute time by 5 minutes. A differential of 5 minutes in commute time is within the margin of daily fluctuation. Therefore this project will not reduce traffic, it will not reduce travel time. What it will do, is harm the environment, waste tax payer money, and negatively impact the learning and irrecoverably harm the health of our youth at Austin High School. If it is the intention of CTRMA to improve traffic flow then I recommend improving alternative routes and supporting the increase of public and mass transit. Sincerely, Scott Pollack, PhD |
| **5/3/2026** | Scott Reichle | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Scott Reichle |
| **5/3/2026** | scott sebastian | For CTRMA to not conduct a full environmental impact statement analysis feels criminal. To not recognize the fragile ecosystem that this project affects is short-sighted and risks irreversible harm to an area that is irreplaceable and priceless to generations of Austinites. The Barton Creek Greenbelt and the Edwards Aquifer are two of the most important defining features of Austin. It is the living soul of the city. Contrast it to the quagmire that is Lady Bird Lake; animals literally die from exposure to that filthy body of water. To trample and drill further into the city's natural soul for thousands of suburbanites to save 10 minutes on their commute says "1950's Houston" all over it. Austin could be imaginative, modern and creative in finding ways to move thousands of people into and through this city; instead the best idea we can come up with is this outdated plan that has failed to relieve congestion in other cities (and north Mopac for that matter) in repeated and predictable fashion, What a waste of an opportunity of human imagination and ingenuity to create better solutions than places like Dallas, Houston, LA or any other polluted city congested with thousands of commuters. Are we really this dimwitted to not be able to preserve and value an iconic ecosystem for future generations? Why ruin an urban paradise in order to create thousands more suburban commuters and the pollution that comes with the project and its effects? South Mopac is already an enormous source of air, water and noise pollution; why do we want to make all of that worse? |

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| **5/2/2026** | Scott Seel | I'm a Barton Hills resident, and I'm writing to express opposition to the proposed MoPac South expansion. My primary concern is the project's location over the Edwards Aquifer recharge zone, which directly feeds Barton Springs. Increasing impervious cover and traffic volume in this area raises the risk of polluted runoff entering a highly sensitive and irreplaceable water source. While I understand that modern mitigation systems can reduce contaminants, they do not eliminate them—especially during heavy rain events, which are common in Austin. Given the long-term environmental stakes, this is not a risk that should be taken lightly. I'm also concerned about cumulative impacts to neighborhood livability, including increased noise and the likelihood of induced demand offsetting any near-term congestion relief. Expanding roadway capacity in this corridor may provide temporary benefits, but it does not address the root causes of congestion and could ultimately reinforce car dependency in a part of the city where environmental constraints are especially high. I strongly encourage prioritizing alternatives that reduce vehicle demand rather than expand it—such as improved transit options, demand management strategies, and targeted safety or operational improvements within the existing footprint. At minimum, any project in this corridor should meet the highest possible standards for water quality protection, include redundant and independently monitored filtration systems, and demonstrate that no net increase in untreated runoff will reach the recharge zone. Given the sensitivity of this location and the long-term importance of protecting Barton Springs and the aquifer, I urge you not to move forward with the expansion as currently proposed |
| **5/1/2026** | Scott Thomsen | More cars is not the answer. Putting our environment at risk for about 5 minutes of travel time savings across the full corridor is not a good idea. We need mass transit alternatives. |
| **4/20/2026** | Sean Allem | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>- The safety and preservation of Barton Creek, Zilker Park, and everything surrounding it.<br>Thank you for your time and consideration. |

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| **4/28/2026** | Sean Ashouri | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Sean Ashouri |

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| **4/22/2026** | Sean Brady | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Sean C. Harrison | I completely OPPOSE the MoPac mobility expansion project proposal. This opposition is based on several points collated from personal research and presentations found at public hearings: 1) This is a redundant attempt to fix a problem. The approach of adding more limited use lanes is using the same methods which were implemented to address traffic congestion and distribution by installing MoPac at the outset. That same solution to the problem as faulty is evident in the false-benefit of express lanes on North MoPac which do not alleviate traffic volumes and congestion. It is evident that more traffic capacity on the motor-way through-fare does not expedite overall traffic flow; added capacity presents more distractions and more opportunities for risk to safety. - Has any in depth study been conducted in more mass transit options, adding light-rail or increasing regional hubs and other public transit options? 2) This roadway expansion project will not be in scale to the problem it addresses. The work scope and time-frame will continue to adversely impact traffic during the 4+ year planned project phase, at which point population increase in the South-west Austin district will have exceeded both the initial and proposed route capacity. This inability to absolve increasing capacity has been seen in multiple high-way expansion projects across the nation in the past 25 years. Don't do the same thing with the belief that will will result differently. - What comparative cases support this projects long-term off-set to known density growth and capacity demands? 3) The environmental and biological impacts will be irreconcilable to delicate native habitats. The very natural treasure that is South-west Austin will be negatively impacted by the work and remaining expanded impermeable cover volume. This will also allow for more vehicular emissions, roadway run-off, increased heat indexes, and night-light at the edge of the dark skies migratory region. These will all be irreparably deleterious to the unique ecological features of this region. - How can adding more cement, toxic and general airborne emissions, and watershed runoff contaminants be of any benefit to the local ecology? 4) The expansion project will only theoretically benefit one quality of life and property value factor - possible expedited transit convenience. The increases in noise, airborne pollution, trash accumulation, increases in local distributor road traffic, impact on ecology are all negative factors for property values and quality of life. With the extra predicted 1.5 hours per week each resident gets fro a faster commute, that time will be spent traversing congested local streets of William Cannon and William- Cannon to Davis Lane area: Western Oaks, Twin Creeks, Sendera, Legend Oaks neighborhoods. Additionally, the construction and lasting roadway will be a unsightly, loud, smelly, trash trap detraction the the area. - What kind of property value impact assessment been conducted, with benchmarks to other areas in Austin and regionally in Texas, that can substantiate the benefit-cost analysis of 10 minutes faster commute time per trip against all other quality and value concerns? 5) The ethics and intent of the plan are suspect. This attempt at a solution ultimately and clearly has limited beneficiaries - the construction companies, project management firms, and politicians |

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| | | supporting the proposal. This is not the way to a solution for what was asked for by the residents of the region, this is a easy, familiar, and short-sighted attempt to address modern problems with out-dated methods. |
| **4/21/2026** | Sean Gaulager | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Sean Gibson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/17/2026** | Sean Harrison | I demand a full environmental impact study of the proposed Mopac expansion south to be conducted and considered. |

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| **4/26/2026** | sean harrison | I completely OPPOSE the MoPac mobility expansion project proposal. This opposition is based on several points collated from personal research and presentations found at public hearings:<br><br>1) This is a redundant attempt to fix a problem.<br><br>The approach of adding more limited use lanes is using the same methods which were implemented to address traffic congestion and distribution by installing MoPac at the outset. That the same solution to the problem is faulty is evident in the false-benefit of express lanes on North MoPac which do not alleviate traffic volumes and congestion. It is evident that more traffic capacity on the motor-way through-fare does not expedite overall traffic flow; added capacity presents more distractions and more opportunities for risk to safety.<br><br>- Has any in depth study been conducted in more mass transit options, adding light-rail or increasing regional hubs and other public transit options?<br><br>2) This roadway expansion project will not be in scale to the problem it addresses.<br><br>The work scope and time-frame will continue to adversely impact traffic during the 4+ year planned project phase, at which point population increase in the South-west Austin district will have exceeded both the initial and proposed route capacity. This inability to absolve increasing capacity has been seen in multiple high-way expansion projects across the nation in the past 25 years. Don't do the same thing with the belief that it will result differently.<br><br>- What comparative cases support this projects long-term off-set to known density growth and capacity demands? |

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| | | 3) The environmental and biological impacts will be irreconcilable to delicate native habitats.<br><br>The very natural treasure that is South-west Austin will be negatively impacted by the work and remaining expanded impermeable cover volume. This will also present more vehicular emissions, roadway run-off, increased heat indexes, and night-light at the edge of the dark skies migratory region. These will all be irreparably deleterious to the unique ecological features of this unique region.<br><br>- How can adding more cement, toxic and general airborne emissions, and watershed runoff contaminants be of any benefit to the local ecology?<br><br>4) The expansion project will only theoretically benefit one quality of life and property value factor - possible expedited transit convenience.<br><br>The increases in noise, airborne pollution, trash accumulation, increases in local distributor road traffic, impact on ecology are all negative factors for property values and quality of life. With the extra predicted (10 mins per trip) 1.5 hours per week each resident gets for a faster commute, that time will be spent traversing congested local streets of Slaughter to William Cannon area: specifically the Western Oaks, Twin Creeks, Sendera, and Legend Oaks neighborhoods. Additionally, the construction and lasting roadway will be an unsightly, loud, smelly, trash trap detraction to the area.<br><br>- What kind of property value impact assessment been conducted, with benchmarks to other areas in Austin and regionally in Texas, that can substantiate the benefit-cost analysis of 10 minutes faster commute time per trip against all other quality and value concerns? |

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| | | 5) The ethics and intent of the plan are suspect.<br><br>This attempt at a solution ultimately and clearly has limited beneficiaries - the construction companies, project management firms, and politicians supporting the proposal. This is not the way to a solution for what was asked for by the residents of the region, this is an easy, familiar, and short-sighted attempt to address modern problems with outdated methods.<br><br>Do better - not more faster.<br><br>Sean harrison |

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| **4/28/2026** | Sean Henry | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Sean Henry |
| **5/3/2026** | Sean Kupec | I vote no on expanding mopac |

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| **4/4/2026** | Sean Moothart | Dear CTRMA Board Members,<br><br>CTRMA is going to lock this region into car-based infrastructure that does nothing to address real congestion concerns. "Just one more lane, bro" is not a viable solution to the very real transportation concerns facing Central Texas. In addition to locking us into expensive infrastructure that does little to improve these concerns, CTRMA wants to further drag down our natural resources while they're at it.<br><br>It's crazy to me an entire group dedicated to highways doesn't understand the problem of induced demand. You build it - people use it. Let's look for a real solution - not just kick the can down the road, leaving millions of Central Texans to deal with the consequences.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders’ external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. |

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| | | Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin’s environment, public health, and community life.<br><br>Sincerely,<br><br>Sean Moothart |

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| **5/3/2026** | Sean Moy | Dear CTRMA Board Members,  It's so unfortunate to hear the news of more pavement over Texas. It seems that that is all this state has become. The saying "Pave over Texas" isn't even a joke anymore. It's a reality. <br />Of all the cities in Texas, Austin is by far and away the most prized. And I say that having lived the first 20 years of my life in San Antonio and the last decade hear in Austin. People visit Austin because they want to get away from what is there everyday and enjoy something different. Look up any list of "things to do in Austin" and you won't have to scroll far to find the likes of Barton Springs, Zilker, Paddle Boarding Town Lake, walking the 10 mile, Ski Shores, Mt Bonnell etc. You know what you won't find? Taking the new toll lanes. Austin stands out because of the nature it's surrounded with. No one goes home and says "oh my goodness do you remember the traffic we sat in?!? It's just like back home." Yet here we are actually proposing less nature and more traffic. The argument that these toll lanes will reduce traffic is so laughably bad. You're going to increase traffic with construction for 5-7 years just to save 5 minutes on someone's commute? No. What's going to happen is those extra lanes will still funnel I to the single exit lane they already had to. Now you've got  more people trying to fill into one lane causing  more slowdowns. The second thing is the people complaining consistently that the traffic is making them late to things have absolutely zero discipline to fix the issue themselves. They will ALL just leave to work 5 minutes later and be stuck in the exact same traffic they were with everyone else who left 5 minutes later. And what did we get from it? More polluted water? Less green space? A ton of dead animals and wildlife? More heat islands from all the pavement? More runoff killing wildlife and increasing the algae? All in the name of more cars?? Like seriously, no one has ever said "let's go to Austin to sit in traffic." Literally the appeal of this city that brings people here wether the live or vacation, is being stripped away for an urban hellscape. If we wanted to be Detroit so bad, we would've moved to Detroit. We are here BECAUSE of the nature around this city. BECAUSE there are things to do in the summer heat. BECAUSE we can enjoy the outdoors away from car exhaust and fumes. Yet that seems to be all this city wants. What happens when people realize that there's nothing special about Austin anymore? When they realized Austin adopted the "Pave Over Texas" that every other city did? The people of Austin just want to enjoy the few offerings we have left that make this city unique and putting more lanes for more traffic is one of the worst things you can do for the city. Please consider choosing what God and Mother Nature put here over the pressure of Paving Over Texas.  <br />I am writing to  strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.  The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.  Project cut through the Edwards Aquifer Recharge Zone.  The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff.  Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs.  The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.  Endangered salamanders depend on aquifer stability.  The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.  Austin Blind salamander exists nowhere else.  The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes.  The proposal could expand MoPac to as many as 13 to 18 total lanes in |

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| | | some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sean Moy |
| **3/19/2026** | sean randolph | I desperately want better public transit in Austin. We've known for decades that lane widenings only worsen traffic and i dont want my tax dollars going towards something so foolish. our only hope is real alternatives to driving. please. i'm begging. |

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| **4/22/2026** | Sean Riordan | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **4/27/2026** | Sean Swenson | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Sean Swenson |

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| **3/27/2026** | Seasonn Keisari | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Seasonn Kiesari |
| **5/3/2026** | Sebastian Mendez | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Sebastian Mendez |

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| **4/23/2026** | Selah Tim | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Selah Tim |

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| **4/20/2026** | Selena Xie | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Selin Karsi | I love Barton springs and do not want mopac expanded over the aquifer. |
| **4/20/2026** | Sergio Aleman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sergio Flores-Osorio | Express lanes and/or the addition of more lanes do little to alleviate traffic. Pursuing such prolonged construction over the Edwards Aquifer recharge zone is irresponsible and unnecessarily endangers a shared resource which has great intrinsic value. From a lifelong Austinite, please reconsider. "The EA's Induced Growth Analysis Technical Memorandum (TxDOT 2025k) concludes that induced growth impacts are negligible because the corridor area is "mostly developed" (Section 5.2). This analysis conflates induced land use changes with induced vehicle travel demand — two distinct phenomena. The peer-reviewed literature (Duranton & Turner, 2011, "The Fundamental Law of Road Congestion") establishes that highway capacity additions generate proportional increases in vehicle miles traveled, regardless of surrounding land use development status. The EA does not address this traffic-induction effect. Let's request the final EA include an analysis of induced VMT using accepted elasticity-based methods, and that forecasted 2045 traffic volumes reflect induced demand rather than assuming static travel patterns." |

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| **5/3/2026** | Sergio Joaquín Torres | Please do not destroy our springs. SAVE OUR SPRINGS! |
| **4/29/2026** | Seth Allen | To Whom It May Concern,<br><br>I am writing to express my support for the proposed mobility improvements along MoPac (Loop 1) from Cesar Chavez Street to Slaughter Lane, as outlined in the MoPac South Environmental Study. This corridor is vital to the Austin region's economic vitality, workforce mobility, and overall quality of life. As our population continues to grow, it is critical that we invest in infrastructure solutions that improve reliability, reduce congestion, and enhance connectivity across our community. The proposed improvements represent an important step toward addressing current and future transportation needs in one of the region's most heavily traveled corridors. Advancing this project will help ensure that Austin remains competitive, accessible, and prepared for continued growth. Thank you for the opportunity to provide input and for your leadership on this important effort.<br><br>Sincerely,<br><br>Seth Allen |
| **5/2/2026** | Seth Borchert | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |

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| **5/3/2026** | Seth Hagan | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Seth Hagan |
| **4/30/2026** | Seth Johnson | Really need better bike lanes / paths along Mopac. Don't want additional car lanes. Toll lanes should charge Tesla vehicles 3x as much due to fascist company leadership. Uber and other taxi services should likewise have to pay 3x to use toll lanes. Hike and bike trails along Mopac would help me tolerate any additional development of this cancerous artery. |

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| **4/22/2026** | Seth Prestwood | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Seth Prestwood |

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| **4/22/2026** | Seth Prestwood | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Seth Prestwood |

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| **5/2/2026** | Shae Mcquillan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Shae McQuillan | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Shae McQuillan |

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| **4/23/2026** | Shaina Rico | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. This expansion has been discussed in the past and REJECTED because of the important environmental issues and Master Planning that has been completed by the City of Austin and the Regional Mobility Authority.<br><br>The Draft Environmental Assessment's finding of 'No Impact' lacks credibility and fails to account for the clear evidence to the contrary. Claiming 'No Impact' in this assessment is an oversimplification that ignores the reality of the project's environmental footprint.<br><br>Hundreds of comments have been submitted expressing concerns about impacts which include the following impacts expected by this project<br><br>This plan was rejected in 2015 due to impacts and this current proposed project activities have not substantially changed in size or capacity since 2015<br><br>The actual traffic numbers have actually reduced since 2015. The funds allocated to this project is not justified by the minimal amount of stated daily time savings of 20 minutes per auto. This project does not substantially reducevehicle miles travelled or greenhouse gas emissions<br><br>This plan is not consistent with the City of Austin's adopted sustainability, mobility, and climate goals, including targets in the Austin Strategic Mobility Plan (ASMP) and the Austin Climate Equity Plan , the Watershed Protection Strategic Plan, and the Project Connect System Plan<br><br>The impacts to the environmentally sensitive Edwards Aquifer Recharge Zone, which serves as a crucial water source, providing CLEAN WATER flows to supports unique karst features and sensitive ecosystems, including Barton Springs and Cold Springs have not been adequately studied or documented in the draft EA report |

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| | | The impacts to the critical habitat for several endangered and threatened species, including the Austin blind salamander, Barton Springs salamander, Bee Creek cave harvestman, tooth cave spider, golden-cheeked warbler, monarch butterfly, tricolored bat, and bracted twistflower have not been adequately studies or documented in the draft EA report<br><br>The impacts of increased sprawl, higher traffic volumes, and elevated levels of air pollution and carbon emissions have not been documented, nor has the critical impacts of these detrimental effects on respiratory and cardiovascular health of the population of the Austin High School .<br><br>The increased risk of causing Austin to reach the "nonattainment" designation by the degradation of air quality and the resulting financial burdens caused by this designation have not been adequately studied or documented in the draft EA report<br><br>The direct and severe impacts to adjacent City parkland and recreation facilities, including Zilker Park, Austin Nature and Science Center, Rowing Dock, Zilker Botanical Garden, Dick Nichols Park, Eilers (Deep Eddy) Park and Pool, Deer Park at Maple Run Preserve, Circle C Ranch Metropolitan Park at Slaughter Creek, Johnson Creek Greenbelt, Williamson Creek Greenbelt, the Barton Creek Greenbelt, the Violet Crown Trail, the Anne and Roy Butler Hike and Bike Trail, and the Balcones Canyonland Preserve have not been adequately studied or documented in the draft EA report<br><br>The breadth of available alternatives have not been adequately considered, studied or documented in the draft EA report<br><br>These numerous, critical factors underscore the urgent need for the CTRMS to authorize a comprehensive Environmental Impact Statement.<br><br>Sincerely, |

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| **5/3/2026** | Shan Parker | Dear CTRMA Board Members, I am writing to adamantly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. As a tribal citizen, I know how important our lands our and our irreversible the damage of expansion will be. This is our lifeblood, the lifeblood of Austin. This is why we want to live here. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. We are not Dallas, and we will never be a concrete jungle without the beauty of nature surrounding us. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to |

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| | | gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less than a regulated investigative process before any changes are made. Thank you for your time and consideration. Respectfully, Shannon Parker |
| **3/23/2026** | Shane Valentine | I support this project and the goals of increased opportunities for Transit and ridesharing as well as enhanced facilities for bikes and pedestrians. |
| **3/24/2026** | Shane Valentine | I am in favor of projects that improve the mobility options in Austin. I take the MoPac toll roads often and it has positively benefited my daily commute to work and back. I especially support the project goals of enhancing transit, reducing emergency response times, and improving the reliability of our travel times in Austin. I very much support CTRMA's commitment to meet or exceed the goal to treat 100% of the Total Suspended Solids for all new impervious cover! Thank you for your efforts to protect our water quality and endangered species. |

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| **5/1/2026** | Shanna Lea | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Shannon Benson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Shannon Burl | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Shannon Carte | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Shannon Carte |

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| **4/22/2026** | Shannon Carte | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Shannon Carte |

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| **5/3/2026** | Shannon Knapp | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration! This truly, truly matters needs attention! Show your community that you actually love it! Shannon Knapp<br>Respectfully, Shannon Knapp |

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| **4/27/2026** | Shannon Mantrom | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I used to live on the other side of MoPac near the mall, so the beauty of Zilker Park should not be disturbed. Plus, growing up in San Antonio, I knew early on the importance of the Edwards Aquifer and the importance of not hampering its recharge zones through overbuilding, mostly with cement, and sewage or underground gasoline storage for gas stations.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Shannon OConnor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Shannon Owens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Shannon Sheffield | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Shannon Turner | Widening Mopac will do nothing to decrease congestion. It will only further entrench Austinites into car dependency while harming air quality and wasting money. The time to make meaningful investments in transit is now. We cannot keep widening roads forever. |

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| **5/3/2026** | Shannon@dreamreamdoulas.com Hernandez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Shannon@dreamreamdoulas.com Hernandez |

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| **3/18/2026** | Shanti Nulu | Dear CTRMA Board Members,<br><br>We should NOT do a MoPac expansion especially through environmentally sensitive areas. We should focus on other ways to alleviate traffic, rather than constantly widening and expanding highways. We are not Houston or Dallas and I would hate to see beautiful Austin turned into a concrete nightmare like those cities<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, |

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| | | blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Shanti Nulu |

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| **4/21/2026** | Shara Herr | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sharamey Sandidge | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Sharamey Sandidge |

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| **3/25/2026** | Sharell Eason | Dear CTRMA Board Members,<br><br>Please NONONONONO!!! to the Mopac expansion. We (me and all my loved ones) are much concerned about the water quality harm to such a project, the carbon emissions already, the impervious cover nonononono and the tree canopy! I STRONGLY oppose!!<br><br>You must follow the people's desires and that is to NOT change MoPac - PLEASE get a full Environmental Impact Statement (EIS) and then make a wise decision to NOT NOT NOT move forward.<br><br>What is significant impact??? Not this!<br><br>I have great concern (always) for Edwards Aquifer Recharge Zone. I love water and all that it supplies us.<br><br>What about runoff??? NO NO NO<br><br>And our dear salamander that exists nowhere but Austin? Help that salamander!<br><br>Please consider our creeks, our parks, our dear Barton Springs, our caves and fractures and sinkholes, our trails, our trees, our young folks in schools nearby, our droughts, our need for a completely different kind of transportation. Do not enable more traffic!!!!<br><br>Thank you. Most respectfully, thank you.<br><br>For the love of water in Central Texas,<br><br>Sharell Eason |

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| **5/3/2026** | Sharen Ludher | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sharen Ludher |

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| **4/20/2026** | Sharon Barnes | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/23/2026** | Sharon Black-Greene | Dear CTRMA Board Members,<br><br>I have always loved to swim in cool water. We live in SW Travis County and swim locally. Back in the day, I did swim regulary at Deep Eddy. I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Sharon Black-Greene |
| **5/3/2026** | Sharon Duffy, | Hi, my name is Sharon Duffy, and I oppose this expansion.I think that this area is essential to Austin.I think it sets Austin apart.Since I moved here 16 years ago, thisis a place where so many people gather,and it's the environmental aspects of the waterand the species are very important.I'm also a business owner in Austin near Zilker Parkalong South Lamar.And so as a social worker and therapist,I really value this area as it promotes mental healthfor people to be able to go and enjoy this area.And like I said, it really sets Austin apart.Not a lot of cities have hikingand all of these types of things.are Barton Springs, and these are huge tourism factors.So I think it will also impact often economically in waysthat aren't even, at least I didn't see that werein the study of possible effects.I think public transportation or other transportation factorswould be much more effective and sustainable for the future.So thank you. |

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| **4/20/2026** | Sharon Edgar Greenhill | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/12/2026** | Sharon Gillespie | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Sharon Gillespie |

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| **3/18/2026** | Sharon Gillespie | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/19/2026** | Sharon Gillespie | Stop the MoPac expansion! |

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| **3/26/2026** | Sharon Gillespie | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **3/28/2026** | Shauna Mattis | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request. |

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| **4/27/2026** | Shav Long | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Shavona Longoria |

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| **5/3/2026** | SHAWN Morris | Dear CTRMA,<br>Stop destroying Austin!! This area is crucial to what makes Austin special. Please stop trying to destroy it!!!<br>Please do not do any further encroachment onver the Edward's aquifer, and Barton Creek area. Don't destroy the area under the Mopac bridge. Quit prioritizing money and growth over our environment.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | SHAWN Morris | Dear CTRMA,<br>Stop destroying Austin!! This area is crucial to what makes Austin special. Please stop trying to destroy it!!!<br>Please do not do any further encroachment onver the Edward's aquifer, and Barton Creek area. Don't destroy the area under the Mopac bridge. Quit prioritizing money and growth over our environment.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | Shawn Robertson | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Shawn Robertson |

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| **5/3/2026** | Shawn Robertson | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Shawn Robertson |

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| **5/3/2026** | Shawna Bowman | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Shawna Bowman |

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| **4/21/2026** | shay A | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>shay A |

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| **4/20/2026** | Shay Bertling | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Shay Bertling |

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| **5/3/2026** | Shay FitzGerrell | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Shay FitzGerrell |
| **4/21/2026** | Shay Mcculloch | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Shaylin Hartley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/29/2026** | Shayna | I love relaxing at barton springs!!! The people need it!' |
| **5/3/2026** | Shayna Goldsmith | I live a quarter-mile from a part of MoPac that's squarely in the study area — we don't want this expansion!!! We don't want it on principled grounds and we don't want it on practical grounds! This project will not solve congestion but it will create construction delays and disruptions at enormous taxpayer expense! Also, the traffic is not even that bad. If you have nothing helpful to do, just do nothing — please! Leave us out of it! We want buses and trails and sidewalks and bike lanes, not to have the highway encroach further into our neighborhood and fill it with more cars, noise, and pollution. This project has been forced through despite community opposition. This is not democratic and it is certainly not in the public good. It is an assault on our beloved community and the unique and delicate ecosystem that we inhabit here, and I am furious and outraged that it is happening. The very least you could do is a full Environmental Impact Study. We want real leadership, not rogue, unaccountable, and cowardly policymakers who hide behind bureaucratic procedure, models that have been tweaked to tell us to expand, and environmental reviews that turn a blind eye to the harm caused by highway expansions. History will not look favorably upon those who say they are just doing their jobs. Please stop this project!!!!!!! |
| **5/3/2026** | Shea | Please dear god we don't need more lanes, we need more public transportation. No more lanes |
| **5/3/2026** | Sheeba Syeda | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Sheeba Syeda |
| **4/20/2026** | Sheila Peters | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | sheilah murphy | To whom it may concern:<br><br>I am writing to state my opposition to the proposed MoPac South expansion.<br><br>I want a full Environmental Impact Statement (EIS) done.<br><br>I<br><br>support funding for rail, transit, and biking instead. |
| **3/19/2026** | Shelby | I DON'T WANT: • A wider highway. Expanding MoPac is an outdated and ineffective transportation approach that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: • Continuous pedestrian-bicycle paths along the project's length. • Converting an existing highway lane to an HOV/transit lane. • CTRMA to invest in transit, walking, and biking—not double down on highway expansion. This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. |
| **5/3/2026** | Shelby | No toll lanes. I want us to protect and preserve our water tables. Specifically near Barton springs. |

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| **4/20/2026** | Shelby Buchanan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Shelby Buchanan | Please reconsider not adding toll lanes over such an environmentally sensitive area that means so much to the community. We have already witnessed climate change first hand with the algae blooms, let's please protect this area as much as we can. |
| **5/3/2026** | shelby deffebrio | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Shelby Deffebrio |

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| **5/1/2026** | Shelby Elliott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Shelby Hammond | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Shelby Heitkamp | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Shelby Heitkamp |

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| **4/21/2026** | Shelby Heitkamp | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Shelby Heitkamp |

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| **4/21/2026** | Shelby Hicks | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Shelby Langdon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Water deserves its own blurb. It is the most precious resource these days and we need to do more in the Central Texas region to protect it. Building over aquifer recharge zones is extremely irresponsible. Not only do you cut off water seeping into the aquifer but you run the risk of drying up springs in the area. Springs and creeks give life to endangered species only found in this region like the blind salamander. Springs and creeks foster community by providing meeting places for friends and families like at Barton Springs. Springs and creeks are what make central Texas so different from any other part of the state. If you lose those, you lose a part of what makes Austin and the surrounding areas unique, special, and precious. You have the opportunity to preserve this precious resource for generations. Show you care!!<br>Thank you for your time and consideration. |

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| **4/28/2026** | Shelby Leger | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Shelby Leger |

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| **5/3/2026** | Shelby Oni | Hello, my name is Shelby Oni. I'm a constituent in 78746, and I would like the record to state here that I am against the MOPAC expansion, and I would like to see the environmental impact reports of this expansion.My sense is that this expansion is against some of the stated intentions and policiesas far as environmental preservation goes in Austin, as well as the cultural considerationsof the Austin community and its clear value of the Green Belt and its non-human inhabitants.So again, I'm against the MOPAC expansion.I would like to see an environmental impact report.You can give me a call back at this number.Thank you so much. |
| **5/3/2026** | Shelby Pedigo | I do NOT support the Mopac Project. I think it’s important to leave these potentially affected nature areas alone; they’re vital and important to Austin as is. Expanding highways is not the solve. |
| **4/27/2026** | Shelby prosch | Please do not expand mopac. The water is polluted enough and we must preserve the wildlife. |
| **5/2/2026** | Shelby Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Shelby Stephens | I am an Austin resident on Deep Eddy Avenue, directly impacted by the plans for MoPac South.<br><br>I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives.<br><br>Construction congestion<br><br>The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built.<br><br>Toll Roads don't help general users<br><br>Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center.<br><br>Environmental Degradation<br><br>I do not believe the environmental harm caused by this construction is worth the purported benefits. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, Johnson Creek, and Zilker park from excessive development and traffic and its negative environmental impacts. |

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| | | Fiscal irresponsibility<br><br>There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion.<br><br>The future is unknown<br><br>This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |

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| **4/29/2026** | Sheldon Sandbekkhaug | Hi,<br><br>I've lived in Austin for 8 years and Texas for 24 years, and I oppose the MoPac South expansion. I live about 2 miles east of MoPac.<br><br>Instead of using the money to widen MoPac, it would be better to add more rail lines and bike paths.<br><br>Sincerely,<br><br>--<br><br>Sheldon "Don" Sandbekkhaug |

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| **4/14/2026** | Shelley Clayton | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Shelley Clayton |
| **4/22/2026** | Shelley Kilday | I do not support this project. The N MoPac Project took forever to complete and traffic on our neighbhorhood streets was terrible. Upon complettion, I did not experience any benefit, only a more unsafe lane change situation. Also I'm fearful for the impact to the Austin High community and the Austin community if you shut down the Roberta Crenshaw pedestrian bridge. It MUST stay open. |
| **5/3/2026** | Shelley Kilday | Dear CTRMA Board Members, After reviewing information about this project, I believe that the results promised are not worth the very significant investment of funds. In addition, the disruptions during construction will be significant and will impact my daily commute negatively. I see this as a project that will just increase hill country sprawl, while not increasing quality of life for those of us who live in central Austin. Please do not proceed with this project. Sincerely, Shelley Kilday |

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| **4/18/2026** | Shelley May | Noise and Air Quality  This project is a nightmare for my neighborhood which backs up to Mopac between Davis Lane and William Cannon.  The noise is already horrible and further construction noise and traffic will ruin our ability to enjoy our home and yard.  I am concerned about the damage to our air quality that this construction and added traffic will bring.  It is already bad on some days.  This will make it significantly worse.  Tolls  We don't need a toll way in south Austin.  This does nothing to reduce traffic.  We need an additional lane going north and south and there is room to create this.  Middle and lower income families and seniors can not afford another expense of paying for a toll tag.  Would there be an off-ramp for Davis?  No more tolling on Mopac!  Dick Nichols Park/Maple Run Subdivision  Mopac backs up to and goes over our greenbelt.  Construction and traffic noise will add significantly more noise and pollution to the park and the Maple Run/Twin Creeks neighborhood.  We will not be able to use the greenbelt for years that this construction will take.  It will cause harm to the wildlife in our area from the pollution of our air and water.  The pool and courts at Dick Nichols will be affected by pollution, construction runoff and noise.  Those with breathing issues will not be able to enjoy being outside because we will not be able to breathe.  I am against this project moving forward in any capacity other than adding one lane going north and south. |
| **5/3/2026** | Shelley May | Dear CTRMA Board Members,  The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:  *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.  It will also do major harm to homes that back up to Mopac due to noise and pollution as well as the Dick Nichols greenbelt and park.  It will either displace or kill wildlife and their habitat including foxes, coyotes and deer.  *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.  *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High and people living in homes that back up to Mopac; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.  *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).  *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.  *I further request a full Environmental Impact Statement (EIS) and less harmful alternatives such an an extra lane going north/south as that would help with traffic congestion.  Thank you.  Respectfully,  Shelley Nathan |

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| **4/23/2026** | Shelley Nall | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Shelley Nall |

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| **5/3/2026** | Shelley Sallee | The MoPac South expansion is a bad solution to traffic needs. I oppose the MoPac South highway expansion project. Austin needs to be more forward-looking since studies show more roads soon just fill up and you are right back at the same slow travel times. This expansion also has awful environmental consequences. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Stop this project until a full environmental impact study is completed. Thank you. |
| **5/3/2026** | Shelley Sallee | Dear CTRMA Board Members, I am a teacher, and when my students look at the current state of the climate and environment, I struggle to keep things hopeful. I often point to positive things that Austin does to protect the environment. The current Mopac expansion is counter to good community and environmental impacts. I oppose the MoPac South highway expansion because of its negative impact on the environment and backward-looking approach to traffic congestion. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Shelley Sallee |
| **4/22/2026** | Shellly Murray | This project must NOT proceed. $824mil to save 5 minutes of traffic time does NOt have the ROI needs for this project, even if it were in a non-sensitve zone. In addition to fake these risks (esepcially without FULL comprehensive EIS, etc) for our community is NOT worth it. We must continue to work on ALTERNATIVE means of transportation, other commuting programs, etc, etc! These must be demanded before expansion in our sensitve west aquifer zone. We are already working on I-35 and highways to north and south. This is not needed working on I-35 and NOT worth it. Additoinally, the impact to Austin HS is not, in no way, a well thought through design. This project must be stopped and alternative mitigation strategies to be standard and implemented isntead ASAP. |

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| **3/31/2026** | Shelly Rodriquez | Dear CTRMA Board Members,<br><br>Add Your Unique Comments Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Shelly Rodriguez |
| **5/2/2026** | Sheminith Noonan | Please PLEASE do an environmental impact assessment before this project. So much of Austin has been stripped away already and this is another horrible idea that doesn't benefit anyone but the already wealthy. Leave Barton spring and the aquifer alone! |

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| **4/20/2026** | Sheridan Johnson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sheridan Lorenz | To the Board of Central Texas Regional Mobility Authority regarding the proposed South Mopac Expansion,<br><br>As an Austin citizen with special appreciation for the protected Barton Creek Wilderness and the public access to Barton Springs, Lady Bird Lake, the Butler Hike and Bike Trail and our beloved Zilker Park, I am asking for an in-depth Environmental Impact Statement to clarify the real environmental impact of the proposed South Mopac expansion. An Environmental Assessment is inadequate to predict that the plan "would not result in significant impacts on the human or natural environment," as CTRMA's draft assessment states<br><br>There is simply no reason to accept as fact an incomplete environmental assessment when the crown jewels of our city and Central Texas are at risk. Has the public been fully informed of potential impacts? Have all forums and comments by concerned citizens been made public by CTRMA? Has the public been informed of the real predicted benefits, or lack thereof, of the South Mopac expansion, which will surely have a negative impact on our quality of life during a long construction period and long after? Do the benefits outweigh the advantage of more lanes on Mopac? Can the public access that study?<br><br>I believe that CTRMA's offer of an environmental assessment, which may not provide real, in-depth data regarding environmental impacts, is incomplete. CTRMA must demand a study that does not gloss over potential significant impacts. Public input must be included in the planning of all projects that can negatively impact our natural landscape, our quality of life and Austin's reputation for protecting beautiful parkland that is accessible to all. Austin residents' early campaign to protect these jewels made Austin the city that it is--and recognized as a city that once chose quality of life and nature over unbridled development. Please respect that history.<br><br>Thank you,<br><br>Sheridan Mitchell Lorenz |
| **3/19/2026** | Sheridan Ray | Please do not expand Mopac! Creating more lanes does not help traffic it just heightens car dependency- called Induced Demand. This will just lead to more pollution, displacement, and you'll be contributing to environmental racism. Instead, please invest in other modes of transportation (walking, biking, buses, train). |

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| **5/3/2026** | Sheridan Schaefer | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Sheridan Schaefer |

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| **4/21/2026** | Sherry Satsky | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Shianne Galasso | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **3/20/2026** | Shirley Aldana | I DO NOT want further expansion of MoPac. I DO WANT CTRMA to invest in cheap public transit—not double down on highway expansion. I also want better and safer walkable streets with shaded and covered rest stops and bus stops. Bike lanes need to be protected too. |

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| **5/3/2026** | Shirley Flores | Dear CTRMA Board Members, I moved to Austin in 1978, purchased a home and raised my family here. I've watched the city expand and grow. I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as |

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| | | we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Shirley Flores |

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| **4/21/2026** | Shleby Hicks | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **5/2/2026** | Shruti | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **3/28/2026** | Shruti Patkar | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **5/3/2026** | Shuangshuang Zhu | No expansion on Mopac please. We need to protect the environment in Barton Springs area. |
| **3/19/2026** | Sidney Sloan | Do not widen Mopac! |
| **4/20/2026** | Siena Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sienna Mander | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Sienna Mander |
| **4/25/2026** | Sierra Arambula | As the city continues to grow, easily accessible green space is getting harder and harder to come by. I have been walking the trails at dock Nichols park for years and enjoy it both for the chance to spend time in nature and to be able to get a workout in on my lunch break. A five minute reduction in my commute is not worth the disruption of this green space and the money involved. |

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| **4/22/2026** | Sierra Brown | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Sierra Brown | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sierra Gutierrez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sierra Gutierrez |

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| **4/30/2026** | Sierra hesseltine | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sierra Palma | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Sierra Palma |
| **5/3/2026** | Sierra Palma | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Sierra Palma |

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| **5/3/2026** | Sierra Vernon | Please for the love of breathable air and clean water DO NOT DO THIS. We can move more people without putting more toll lanes over sensitive recharge zones for the aquifer. Wider doesn’t mean better! |
| **5/3/2026** | Signe | Hello, my name is Signe. I'm an Austin resident, Signe Porteshawar, and I want to demand thatyou do a full environmental impact study for the highway expansion. Man, our waters andthe salamanders and all of the creatures that live in all of the caves and our aquifersare so important to us.They're irreplaceable.You can go back on a lot of things,but you can't go back on extincting speciesor drying up rivers.The rivers here is what makes Austin so special,such a special place to live.And we love the springs.and we want to save the spring thank you thank you please do not expand thehighway find another way to make that money |
| **3/14/2026** | Signe Porteshawver | Please don't do this project. Our waters are so precious and so sensitive right now. It just isn't worth the risk. Can we please spend money on environmental protection and promotion instead? Creek restoration and clean up. Widening roads does not end up improving traffic flows. |

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| **4/23/2026** | Signe Porteshawver | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Signe Porteshawver |
| **5/3/2026** | Signe Porteshawver | Please do a full environmental impact study! Our springs are absolutely vital to this community. Explore other ways of making the money you would have gotten from the tolls. There are other ways! |

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| **4/23/2026** | Signe Porteshawver | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Signe Porteshawver |
| **5/3/2026** | Silvian Vargas Correll | No to mopac southexpansion! First fix ghe current situation of the highway its full of holes |

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| **4/22/2026** | Simon Hilsman | Dear CTRMA Board Members,<br><br>I'm an Austin resident and lived here since 2013, and like most people here, I've spent plenty of time stuck on MoPac—especially trying to get between downtown and South Austin. I understand the frustration with traffic. But I also spend time at Barton Springs, on the Greenbelt, and around Lady Bird Lake. Those places are part of why I live here. That's why I'm writing to strongly oppose the proposed MoPac South Expansion.<br><br>I also want to share a personal experience that shaped my concerns. I attended one of CTRMA's recent "town halls," expecting an opportunity for open dialogue. Instead, it felt more like a symposium-style event with limited opportunity for real engagement. When I tried to ask questions—specifically about how environmental impacts would be monitored and mitigated throughout the project—I did not receive a clear answer. The question felt dismissed rather than addressed. That experience made it difficult to trust that community concerns are being taken seriously, and it reinforced my belief that this process is falling short of meaningful public engagement.<br><br>This Process Does Not Meet the Spirit or Intent of NEPA<br><br>NEPA is supposed to ensure transparency, rigorous environmental review, and meaningful public input. Instead, CTRMA appears to be moving forward with a predetermined Finding of No Significant Impact (FONSI) based on an environmental assessment that many in the community find incomplete and not credible.<br><br>A large number of residents, along with Travis County and Austin's Urban Transportation Commission, have called for a full Environmental Impact Statement (EIS). Under NEPA, an EIS is required when a project is likely to have significant environmental impacts. Given what is at stake here, it is difficult to understand how this project would not meet that threshold.<br><br>It is also deeply concerning that the project's "Purpose and Need" analysis—finalized recently—relies on traffic modeling data from 2012. That means key decisions are being justified using assumptions that predate major shifts in how people live and work. As a resident, that does not inspire confidence that this process reflects current realities or meets NEPA's intent.<br><br>Outdated Assumptions Ignore How Austin Has Changed<br><br>A lot has changed since 2012. Austin has experienced rapid growth, but also a global pandemic that fundamentally |

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| | | reshaped commuting patterns, including widespread telework and hybrid work schedules.<br><br>Voters have also approved major investments like Project Connect, aimed at reducing vehicle miles traveled and expanding transit options. Yet it appears that alternatives such as demand management, transit integration, and lower-impact roadway improvements were dismissed early based on outdated data.<br><br>That is not a forward-looking or responsible planning approach.<br><br>The Environmental Risks Are Real and Significant<br><br>MoPac runs alongside some of the most environmentally sensitive areas in Central Texas. Expanding it—particularly with elevated lanes—will not happen in a vacuum.<br><br>This project is expected to impact the Edwards Aquifer, which feeds Barton Creek and Barton Springs, and ultimately connects to Lady Bird Lake. It puts groundwater, water quality, and fragile ecosystems at risk. It also threatens multiple species, including endangered species, as well as cave systems, parks, and creeks along the corridor.<br><br>These are the same places many of us swim, hike, and bring our families. Once these systems are damaged, they are incredibly difficult to restore.<br><br>Minimal Benefit, Major Disruption<br><br>Even if you set aside the environmental concerns, the actual benefit of this project appears minimal. Current projections suggest travel time savings of only about 5–6 minutes—and that's if you travel the full length of the proposed expansion.<br><br>CTRMA, is that correct? Only 5–6 minutes?<br><br>At the same time, the region is expected to endure 5–7 years of construction, which will likely make traffic significantly worse during that period. That is a long time for disruption with very limited return.<br><br>Induced Demand: We've Seen This Before<br><br>There is also a fundamental issue with the strategy itself: induced demand. This is a well-documented phenomenon where increasing highway capacity leads to more driving, which ultimately fills the new lanes and brings congestion back.<br><br>We don't have to look far for real-world examples. The Katy Freeway in Houston was expanded to as many as 26 lanes in some sections—one of the widest highways in the world—yet travel times increased in the years after expansion. Similarly, Los Angeles has repeatedly widened freeways only to see congestion persist or worsen. Even here in Texas, expanding highways has consistently delivered only temporary relief before traffic returns.<br><br>Austin is not immune to this pattern. Adding lanes to MoPac may feel like a solution in the short term, but over time it will encourage more driving, longer commutes, and continued congestion. We will end up in the same place—just with a larger |

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| | | highway and greater environmental damage.<br><br>A False Choice—and a Flawed Strategy<br><br>It feels like CTRMA is presenting a false choice: either accept a major highway expansion with 6–8 lanes, or accept that nothing will improve on MoPac. That is not true.<br><br>We should not be forced into an all-or-nothing decision when less harmful, more targeted alternatives exist—especially ones that make better use of existing pavement and infrastructure.<br><br>Unanswered Questions About Broader Traffic Impacts<br><br>There are also broader system-level concerns. For example, how will additional traffic from the SH 45 extension feed into MoPac? Expanding one segment without addressing these connected impacts risks making congestion worse overall.<br><br>Equity and Community Impacts<br><br>This project also raises concerns about equity. Toll lanes prioritize those who can afford to pay for faster travel, while others remain in congestion. Meanwhile, surrounding communities absorb the environmental and quality-of-life impacts.<br><br>That is not a transportation system that works for everyone.<br><br>We Have Better, More Austin-Aligned Alternatives<br><br>We need to seriously reconsider less-wide, less environmentally harmful alternatives. That includes:<br><br>Improving performance of existing lanes rather than expanding the footprint<br>Investing in transit options like Project Connect<br>Expanding biking and walking infrastructure<br>Using transportation demand management strategies (telework, flexible schedules, etc.)<br>Fixing bottlenecks and intersections rather than adding lanes<br>Austin has long valued its parks, water, and natural beauty. We should be investing in solutions that protect those assets while actually improving mobility. |

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| | | I do not support the MoPac South Expansion. Many in this community do not support it.<br><br>This project carries significant environmental risks, relies on outdated assumptions, lacks public confidence in its review process, and offers minimal long-term benefit. It is not worth it.<br><br>I urge CTRMA to halt this project in its current form, complete a full Environmental Impact Statement, and genuinely reconsider alternatives that reflect Austin's values and current realities.<br><br>Respectfully,<br><br>Simon Hilsman |

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| **4/22/2026** | Simon Hilsman | Dear CTRMA Board Members,<br><br>I'm an Austin resident and lived here since 2013, and like most people here, I've spent plenty of time stuck on MoPac—especially trying to get between downtown and South Austin. I understand the frustration with traffic. But I also spend time at Barton Springs, on the Greenbelt, and around Lady Bird Lake. Those places are part of why I live here. That's why I'm writing to strongly oppose the proposed MoPac South Expansion.<br><br>I also want to share a personal experience that shaped my concerns. I attended one of CTRMA's recent "town halls," expecting an opportunity for open dialogue. Instead, it felt more like a symposium-style event with limited opportunity for real engagement. When I tried to ask questions—specifically about how environmental impacts would be monitored and mitigated throughout the project—I did not receive a clear answer. The question felt dismissed rather than addressed. That experience made it difficult to trust that community concerns are being taken seriously, and it reinforced my belief that this process is falling short of meaningful public engagement.<br><br>This Process Does Not Meet the Spirit or Intent of NEPA<br><br>NEPA is supposed to ensure transparency, rigorous environmental review, and meaningful public input. Instead, CTRMA appears to be moving forward with a predetermined Finding of No Significant Impact (FONSI) based on an environmental assessment that many in the community find incomplete and not credible. |

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Induced Demand: We've Seen This Before

There is also a fundamental issue with the strategy itself: induced demand. This is a well-documented phenomenon where increasing highway capacity leads to more driving, which ultimately fills the new lanes and brings congestion back.

We don't have to look far for real-world examples. The Katy Freeway in Houston was expanded to as many as 26 lanes in some sections—one of the widest highways in the world—yet travel times increased in the years after expansion. Similarly, Los Angeles has repeatedly widened freeways only to see congestion persist or worsen. Even here in Texas, expanding highways has consistently delivered only temporary relief before traffic returns.

Austin is not immune to this pattern. Adding lanes to MoPac may feel like a solution in the short term, but over time it will encourage more driving, longer commutes, and continued congestion. We will end up in the same place—just with a larger highway and greater environmental damage.

A False Choice—and a Flawed Strategy

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| | | It feels like CTRMA is presenting a false choice: either accept a major highway expansion with 6–8 lanes, or accept that nothing will improve on MoPac. That is not true.<br><br>We should not be forced into an all-or-nothing decision when less harmful, more targeted alternatives exist—especially ones that make better use of existing pavement and infrastructure.<br><br>Unanswered Questions About Broader Traffic Impacts<br><br>There are also broader system-level concerns. For example, how will additional traffic from the SH 45 extension feed into MoPac? Expanding one segment without addressing these connected impacts risks making congestion worse overall.<br><br>Equity and Community Impacts<br><br>This project also raises concerns about equity. Toll lanes prioritize those who can afford to pay for faster travel, while others remain in congestion. Meanwhile, surrounding communities absorb the environmental and quality-of-life impacts.<br><br>That is not a transportation system that works for everyone. |

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| | | We Have Better, More Austin-Aligned Alternatives<br><br>We need to seriously reconsider less-wide, less environmentally harmful alternatives. That includes:<br><br>* Improving performance of existing lanes rather than expanding the footprint<br>* Investing in transit options like Project Connect<br>* Expanding biking and walking infrastructure<br>* Using transportation demand management strategies (telework, flexible schedules, etc.)<br>* Fixing bottlenecks and intersections rather than adding lanes<br><br>Austin has long valued its parks, water, and natural beauty. We should be investing in solutions that protect those assets while actually improving mobility.<br><br>I do not support the MoPac South Expansion. Many in this community do not support it.<br><br>This project carries significant environmental risks, relies on outdated assumptions, lacks public confidence in its review process, and offers minimal long-term benefit. It is not worth it. |

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| | | I urge CTRMA to halt this project in its current form, complete a full Environmental Impact Statement, and genuinely reconsider alternatives that reflect Austin's values and current realities.<br><br>Respectfully,<br><br>Simon Hilsman |

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| **5/3/2026** | Simone Maresh | Dear CTRMA Board Members,  I have lived in this city my entire life and I hope that one day my children get to experience the same things I did. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Simone Maresh |
| **5/3/2026** | Simone Traverse | This is our watershed, this is our life, the plan does not have the ROI needed to toss endangered species and human water supply for a minimal help in traffic. The loss in tourism dollars when we lose what makes Austin special is not worth it. Think long term, not short term.Protect our water and the heart of ATX. |

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| **4/3/2026** | Simonida Tilton | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Simonida Tilton |

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| **4/3/2026** | Simonida Tilton | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Simonida Tilton |

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| **5/3/2026** | Simran Gill | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Simran Gill |
| **3/22/2026** | Sinan Dogramaci | Please do not expand highways and other car infrastructure. Instead improve pedestrian and biking infrastructure, and safe public transit. |

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| **5/3/2026** | Siobhan Mulhern | Please conduct a full environmental impact study, make the findings public, and consider other ways to reduce traffic other than kicking off yet another highway expansion over some of Austin's most delicate and important ecological areas. Barton springs, Zilker, and the Edward's aquifer need to be protected. Adding a lane or two doesn't even reduce traffic in the long run. |
| **4/27/2026** | Skyla Veltman | Barton Springs is the heart of Austin. Urging the committee to complete a full Environmental Impact Statement before considering any plans |
| **5/2/2026** | skylar mckay | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Skylar McKay | i do not want to expand mopac. i want gorgeous barton springs. ty |
| **5/3/2026** | Skyler Ocasio | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Skyler Ocasio |

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| **4/20/2026** | Sloan Mustafa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Smart Mobility | Please find 3 attachments:<br><br><<Attachments>> |

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| **5/3/2026** | sofia bayer | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, sofia bayer |
| **4/27/2026** | Sofia Bonilla | I love Barton springs because it's a natural wonderland in the heart of our city. It's precious and should be preserved no matter what. We don't need to expand Mopac- we need better public transportation in this freaking city. |

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| **4/21/2026** | Sofia Cossar | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Sofia Cossar | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sofia Di Fiore | As a longtime Austinite it is incredibly concerning to see the city government continuously choose not to listen to the people of our city who care about protecting its environmental resources and livability. The expansion of I-35 is already underway and causing massive impact not only to the environment but to the quality of life in certain neighborhoods (reducing walkability, increasing air and noise pollution, tearing down infrastructure, etc.). That expansion was proposed as a solution to heavy traffic moving through the city, despite calls for relief routes going around the city for traffic simply passing through (that do not have tolls which disincentivize use) and other reasonable solutions for traffic reduction. Doing the same in another part of this city will only cause the same problems and will not address the larger issues of a lack of accessible |

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| | | public transportation infrastructure and poor city planning that has relied on heavy car use and does not prioritize local (walkable) pockets of development. |
| **5/3/2026** | Sofia Melendez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has |

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| | | resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Sofia Melendez |

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| **3/18/2026** | Sofia Ramirez | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Austin's traffic is not bad enough for this to be necessary. There are other ways to help with traffic. Studies show that creating more roads hardly helps at all. Improving public transport or better bike lanes should be the next step, not creating more space for single passenger cars. This is unnecessary.<br><br>For the love of water in Central Texas,<br><br>Sofia Ramirez |

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| **4/8/2026** | Sofia Ramirez | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Sofia Ramirez |

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| **3/28/2026** | Sofia Russey | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/26/2026** | Sofia Sanchez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sofia Shapiro | Dear CTRMA Board Members, As a lifelong Austin resident I STRONGLY OPPOSE the MoPac South highway expansion project. I have seen the kind of devastation an unecessary development like this can cause, and we can never take back this project's level of ecosystem damage once it's built. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. We should not be allowing any drilling into the sensitive caves and endangered ecosystems we rely on for our health and waterways. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">A project like this for only a marginal commute change of a few minutes is NOT worth the ecological impact. Austinites oppose this project. Thank You for listening to your neighbors, Sofia Shapiro |
| **5/3/2026** | Solara Rose | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. With love, Solara Rose |

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| **3/18/2026** | Sonia Del Hierro | Dear CTRMA Board Members,<br><br>My partner, a native Austinite, and myself, a Tejana, strongly oppose the MoPac South expansion as proposed.<br><br>We urge you to conduct a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin’s most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin’s most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor |

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| **4/27/2026** | Sonia Kramer | Dear CTRMA Board Members,<br><br>Hello, I literally am only in Austin because of the sacred springs. If you interrupt the flow of water and life, the sacred spirits of the water will not rest. I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Sonia Kramer |

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| **5/1/2026** | Sonia Steen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Sonja Thiele | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| **4/26/2026** | sophia lerman | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | sophia lerman |

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| **5/2/2026** | Sophia Arntson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | sophia aroyo | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/26/2026** | Sophia Charow | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Sophia Charow |

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| **4/25/2026** | Sophia croatti | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Sophia DeLoretto-Chudy | This is so stupid. The only thing that reduces traffic is taking cars off roads. It's beyond infuriating that we would invest money into something that creates a caste system rather than public transportation that serves as an equalizer at the expense of our environment. |
| **4/24/2026** | Sophia Donnelly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sophia Donnelly | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Sophia Donnelly |

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| **4/22/2026** | Sophia Doss | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I love how GREEN our city is. “A city within a park” is what Austin is known as. Because of this…<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Sophia Doss | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Sophia Hebert | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sophia Hernandez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Sophia Hernandez | Dear CTRMA Board Members, I oppose the current paramaters of the MoPac South highway expansion project. As written, this expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. <p data-start="6371" data-end="6517">Consider the following requirements in your environmental assessment: <p dir="ltr" style="text-align: left; text-indent: 0px; margin: 0px;">Trees ?? <br />Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species); trees 4"–19" at 3:1. All plantings must be native or regionally adapted with an 85% survival maintenance plan. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Parkland  ?? <br />Adjust alignments to avoid parkland encroachment. Restrict construction materials and trucks to beneath the highway near Zilker Park and the three other impacted parks. Fund full restoration where impacts are unavoidable. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Capital Improvement Reimbursement  ?? <br />Fund new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Noise Walls  ?? <br />Hold a design workshop with EGA before finalizing plans. Install high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Open Space Fund  ??<br />Provide $35M in mitigation funding to the City of Austin, restricted to land acquisition over the Edwards Aquifer Recharge and Contributing Zone to protect water quality and assist with flood mitigation. <p style="text-align: left; text-indent: 0px; margin: 10px 0px 0px;">Permanent Green Space Fund  ??<br />Add a voluntary $0.10 per toll transaction in perpetuity, with an escalation clause, to fund ongoing environmental mitigation and green infrastructure.   <br /><br /> <p data-start="6371" data-end="6517">  Thank you for your time and attention Sophia Hernandez |

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| **4/24/2026** | sophia landeros | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | sophia marcelle | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, sophia marcelle |

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| **5/3/2026** | Sophia Roach | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sophia Staska | The South MoPac project is not worth the risks to water quality, endangered species, and air quality. The project will cross over the Barton Springs segment of the Edwards Aquifer recharge zone and could have significant impacts to Austin's cultural, provisioning, supporting, and regulating ecosystem services provided by the springs. As a current commuter from San Marcos to Austin, saving 5-15 minuets is not worth damaging our springs. Barton Springs is the place that I look forward to spending my time once I move to Austin. Save our springs. |
| **5/1/2026** | Sophie Hamann | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/26/2026** | Sophie Kruip | Dear CTRMA Board Members,<br><br>I am adding my voice to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>With a view to our future, just let the traffic be traffic. |

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| | | Sophie Kruip |

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| **5/2/2026** | Sophie Maresh | I am writing in adamant support of the mitigation requests by EverGreen Austin regarding the MoPac South Expansion project.<br>The following should be included in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Please, preserve the wildlife we have left. Thank you. |
| **3/19/2026** | Soren Peters | wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/29/2026** | Soren Peters | * I OPPOSE expanding MoPac South<br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>Please think about future that is desirable for all. |

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| **5/3/2026** | Spencer Bates | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Spencer Bates |
| **3/19/2026** | Spencer Brown | I DONT WANT: • A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: • Continuous pedestrian-bicycle paths along the project's length. • Converting an existing highway lane to a HOV/transit lane. • CTRMA to invest in transit, walking, and biking—not double down on highway expansion. This expansion would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. |

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| **4/22/2026** | Spencer Burstall | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Spencer Burstall | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Spencer Hardin | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Spencer Hardin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Spencer Michalke | I'm requesting that a full Environmental Impact Statement be done for the proposed MoPac expansion project. Due to the size of the project, there will be environmental disruptions and what has been concluded as no significant impact is incomplete and false - this environmentally sensitive area WILL be impacted by both the construction and additional traffic the current proposal is predicting. Additionally, other innovative alternatives should be explored for this corridor. I take MoPac daily to commute to work and adding toll lanes will not save daily commuters any time. CTRMA's alternatives should align with Austin's future transportation goals and should respect Austin’s identity as a city that values its parks, water, and |

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| | | natural beauty. I deserve a solution that protects our environment, keeps our air and water clean, and invests in modern, sustainable alternatives like transit, biking, and demand management. |
| **5/2/2026** | Spencer Muncey | This is an extremely environmentally sensitive area. Any expansion of impervious cover is a deterrent and detriment to the enivronment regardless of what safety and environmental precautions are taken place. Construction vehicles track invasive species on tires and equipment. |
| **5/1/2026** | Spencer Thompson | Hello,<br><br>One of my favorite stretches to bike on is the Mopac mobility bike and pedestrian bridge, along with the other bike paths next to Mopac. It adds so much and creates a whole city. Please consider including bike paths in the Mopac South Project and do not expand the highway. Look at i-35 and the colossal mess it is and will continue to be in for the foreseeable future. We don't need more lanes! We need alternative modes of travel not more car lanes. Stop it! It's 2026 let's think differently.<br><br>Cheers,<br><br>Spencer |
| **4/28/2026** | Spring Lee | No. Just no. We don’t need the environment jacked up just to save a few minutes commuting. |
| **3/28/2026** | Sridevi kesavanatha n | Our family would greatly appreciate if this trail is connected to our community. It would help us enjoy the nature |

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| **4/18/2026** | Stacey Barnes | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Stacey Barnes |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Stacey Barnes |
| **3/14/2026** | Stacey Gardner | This expansion project is misguided, misleading, and misaligned with what the Mopac corridor was intended to be: providing local community residents with easy access to north and south Austin without having to drive through neighborhoods and smaller streets. The scope of this project jeopardizes the environment, the residents living on both sides of Mopac, the students at Austin High School, and the people using Zilker Park and Lady Bird Lake, putting them at risk from noise and air pollution, not to mention the increased congestion on all the arteries east and west. This plan must not go forward. |

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| **4/23/2026** | Stacey Lemire | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Stacey Smith | I am an Austin resident and taxpayer and supported the BOND to provide LIGHTRAIL to this city not more cars and highway expansion. The CTRMA needs to do a FULL IMOSCT study that includes a seven generations impact on wildlife habitats and quality of life at Barton Springs. I thought this city had forward-thinking and out-of-the-box leadership. We must move toward better, easier public transportation like rail and not more cars/highways. Full impact study now. The CTRMA can afford it! I pay money to them too. |

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| **4/30/2026** | Stacey Speck | Dear CTRMA Officials and Stakeholders,<br><br>As an EverGreen Austin Board Member, I'm writing to encourage you to incorporate the following outlined mitigations before advancing the MoPac South expansion. We recognize the corridor's congestion demands action, and ask for the same level of effort exercised in SH 45 SW for MoPac South. We also recognize that action without environmental accountability produces infrastructure Austin will regret. This proposed roadway project impacts the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br><br>As stated in Ben Thompson's Community Impact article - "Austin Faces Diminished parks growth" dated 02.05.2026: "Austin already falls short: less than 18.5 acres of parkland per 1,000 residents — 77% of the residential goal, a gap of roughly 5,700 acres."<br><br>This project must not widen that deficit.<br><br>_____<br><br>EGA requests these mitigations to be written in Section 8.0 Post Environmental Clearance Activities:<br><br>Trees. Preserve all trees 19" diameter or greater. Replace removed trees at 4:1 (native species only); trees 4"–19" at 3:1 |

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| | | (native species only) in the right-of-way and in parks. All terrestrial plantings must be native or regionally adapted, with a watering and maintenance plan ensuring 85% survival. (See Exhibit A.)<br><br>Parkland. Adjust alignments to avoid parkland encroachment. Require construction materials and trucks to stay beneath the highway near Zilker Park and the three other parks impacted. Where impacts are unavoidable, CTRMA should fund full restoration to previous conditions or better. Provide a Park Impact Assessment evaluation of the loss or impairment of park acreage, trees, park features, ecosystem services, recreational programming, and community access resulting from the change in use of parkland.<br><br>Capital Improvement Reimbursement. Funding for the implementation of infrastructure improvements to address construction-related displacements of park usage, including new sidewalks, bike paths, vehicle routing/parking areas and new access points, to replace existing vehicle and pedestrian infrastructure disrupted by the construction phase of the project.<br><br>Noise Walls. Hold a workshop with EGA and CTRMA designers on the design and placement of noise and aesthetic walls before finalizing plans. As part of this meeting, we will want to discuss the installation of high-performance concrete or transparent noise walls within Zilker Park boundaries to maintain visual connectivity where appropriate.<br><br>_____<br><br>EGA also requests two Non-Required Mitigations: |

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| | | Open Space Fund. Provide $35M in mitigation funding to be used exclusively for land acquisition located over the Barton Springs segment of the Edwards Aquifer Recharge and Contributing Zone. This initiative aims to protect water quality and quantity, safeguard groundwater, enhance flood and fire protection, support wildlife, and impacts from impervious cover.<br><br>Permanent Green Toll. Add a voluntary $0.10 to every toll transaction in perpetuity to fund ongoing land acquisition for environmental mitigation and green infrastructure. Over time these funds should also incorporate an escalation clause to compensate for traffic demands.<br><br>_____<br><br>The stakes are real. Zilker Park has 2,000,000 annual visitors. The greatest impacts will be to the 160,000 visitors to Zilker Botanical Garden, 150,000 to the Austin Nature and Science Center, and 65,000 to the Rowing Dock. Mopac is less than one mile from Barton Springs Pool. CTRMA must ensure public health and safety for all of these park patrons at all times.<br><br>EGA commends the effort undertaken by CTRMA and partner agencies to evaluate mobility improvements along a highly congested corridor serving thousands of Central Texans each day. The public's active participation demonstrates the importance of this project to Austin's residents and underscores the need for thoughtful, transparent decision-making. |

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| | | EGA is a strategic partner in this process. We will advocate within current political realities while holding firm on the protections Austin deserves. EGA urges CTRMA to include all recommended mitigations, thereby demonstrating that superior infrastructure and environmental stewardship are not in conflict.<br><br>Thank you for your consideration.<br><br>stacey speck<br><br>Evergreen Austin Board Member<br><br>--<br><br>Stacey Speck |

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| **5/3/2026** | Stacey Tester | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Stacey Tester |
| **4/27/2026** | Stacey Wuest | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/28/2026** | Staci Fincher | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45 which is very dangerous. As a mother and wife to an avid cyclist, the safety of cyclists and pedestrians in this area is deeply personal. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request and I can provide further information including graphics. Thank you. |

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| **4/23/2026** | STACIA WOODS | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>STACIA WOODS |
| **3/20/2026** | Stacie Murphy | This plan needs to address the growing problem of the traffic at MoPac and SW Parkway. The MoPac and SW Parkway intersection appears to be largely ignored in the plan, but it is a major traffic issue. there should be on and off ramps to the MoPac express lanes from SW Parkway. |

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| **4/24/2026** | Stacy Brodie | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Stacy Brodie |

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| **4/23/2026** | Stacy Early | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Stacy Marcus | The tolls are already too high! And not worth it! Ex: Thursday April 30 at 5:40, we headed north on mopac from Wm Cannon heading north of Palmer. The toll at that time was over $15. Since we were already sitting in traffic and I wasn't driving, I searched Google maps to see how much time this $15+ toll was going to save me. 8 mins. When we passed the pamer exit, we ended up 5 min slower than the initial eta listed on Google maps. 5 mins. That is not worth 8 years of construction, the impact to Austin has, our pedestrians, our water and our beautiful barton springs. Just like last time. No!<br>Yahoo Mail: Search, Organize, Conquer<br><https://mail.onelink.me/107872968?pid=nativeplacement&c=US_Acquisition_YMktg_315_SearchOrgConquer_EmailSignature&af_sub1=Acquisition&af_sub2=US_YMktg&af_sub3=&af_sub4=100002039&af_sub5=C01_Email_Static_&af_ios_store_cpp=0c38e4b0-a27e-40f9-a211-f4e2de32ab91&af_android_url=https://play.google.com/store/apps/details?id=com.yahoo.mobile.client.android.mail&listing=search_organize_conquer> |
| **5/2/2026** | Stacy Marcus | The tolls are already too high! And not worth it! Ex: Thursday April 30 at 5:40, we headed north on mopac from Wm Cannon heading north of Palmer. The toll at that time was over $15. Since we were already sitting in traffic and I wasn't driving, I searched Google maps to see how much time this $15+ tool was going to save me. 8 mins. When we passed the pamer exit, we ended up 5 min slower than the initial eta listed on Google maps. 5 mins. That is not worth 8 years of construction, the impact to Austin, our pedestrians, our water and our beautiful barton springs. Just like last time. No! |

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| **4/29/2026** | Stacy Schmitt | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway is one of the most critical corridors in our regional transportation network. The southern portion from downtown going south carries nearly 200,000 vehicles per day. This segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor has direct negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on the corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>The MoPac South project is an investment in the future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **4/29/2026** | Stacy Schmitt | Dear CTRMA Board,<br><br>I write in support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>The MoPac South project is an investment in the future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/2/2026** | Stacy Wheeler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/30/2026** | Staryn Wagner | I have an interest in maintaining the public trails and protecting Johnson Creek |
| **5/3/2026** | Stasiya B | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Stasiya B |
| **5/3/2026** | Steely Horne-Lalande | I was born in Austin and love my home town. I use the trail and Zilker Park almost daily. My mom ran with me in the stroller along the trail since I was a baby, we flew kites in the park when I was a child and we enjoy long walks today and the views from the foot bridge underneath Mopac. This Mopac project being proposed will destroy the most beautiful parts of Austin, such as the trail around town lake and Zilker Park. I urge CTRMA to drop the plans that impact the area near Lady Bird Lake/Bee Caves Road which will cause horrible impacts to this sensitive, beloved region. Please don't proceed. Let the costs be what they are and abandon the project! Traffic will ALWAYS be an issue. People need to deal with it, take public transportation, carpool, bike and learn how to problem solve without government entities destroying what exists...especially when it's critical and valued green space and nature that can't be replaced. Do not ruin the quality of life for us Austinites who value the trail and parks far more than any issues with traffic. People need these spaces to destress and unwind. We don’t need more concrete. |
| **4/21/2026** | Stefanie Chafin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Stefanie Taylor | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. * If we had more connected East-West traffic flow options, instead of adding to North-South that would be better, and also, we do not need more toll roads! Respectfully, Stefanie Taylor |
| **3/29/2026** | Steffi Haenicke | CTRMA Board Members,<br><br>Important!! The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Steffi Haenicke |

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| **3/29/2026** | Steffi Haenicke | CTRMA Board Members,<br><br>Important!! The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Steffi Haenicke |

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| **3/29/2026** | Steffi Haenicke | CTRMA Board Members,<br><br>Important!! The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Steffi Haenicke |
| **4/21/2026** | Stella Bolin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Stephan Moreno | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Stephan Moreno | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Stephanie Asmus | Don't do it |
| **5/3/2026** | STEPHANIE BRYNES | I am firmly opposed to any project that encroaches on the environment surrounding Barton Springs. I am very concerned about the project’s impact on local biodiversity, including many of the flora and fauna that are unique to Barton Springs. |

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| **5/3/2026** | Stephanie Chavez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Stephanie Chavez |

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| **4/23/2026** | Stephanie Cree | Dear CTRMA Board Members,<br><br>I oppose the MoPac South Expansion and encourage you to invest this money and time into improving public transit in Austin instead.<br><br>Research shows that widening highways does not improve traffic congestion or traffic flow. Adding more lanes would additionally significanly increase pollution across our city and cause damage to our natural habitats and springs. Instead, please invest that money into actually improve traffic congestion by improving public transit options in Austin, something our city is in desperate need of and actually reduces our environmental impact instead.<br><br>Austin is known for our incredible and unique ecology and ecosystem, including Edward's Aquifer. Construction over the recharge zone and next to some of our biggest green spaces would do irreparable damage on our ecosystem and the animals that live here. Please do a full and transparent environmental impact report to better understand that damage.<br><br>I've lived in Austin almost my whole life and our incredible natural spaces and wildlife are one of the most magical things in our city that is unlike anywhere else. We're known internationally for not just how unique it is, but also what our city does to protect it. Please continue that legacy by protecting it from harmful and unneeded construction.<br><br>In addition to worsening environmental damage, pollution also leads to health issues for Austinites. Lung disease, childhood asthma, heart disease and learning delays are all linked to increased pollution. To me, protecting myself and my future kids from these effects is more important than having an extra lane to drive on the highway.<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the |

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| | | use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Stephanie Cree |

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| **4/29/2026** | Stephanie Creel | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |
| **5/3/2026** | Stephanie Dille | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Stephanie Dille |

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| **4/20/2026** | stephanie duprie routh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Stephanie Grant | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. As always, nobody cares about protecting nature. It's the same story every time. Please please reconsider this. Respectfully, Stephanie Grant |
| **5/3/2026** | Stephanie Hagemeister, | Hi, this is Stephanie Hagemeister, and I'm calling about the SOST MOPAC expansion, andI'm really concerned about the impact on our waterways and the springs, and I would liketo demand that there be a full environmental impact report produced and made public sothat we can all make this decision together and understand the consequences of this expansionand what it actually means to the safety of our waters.Thank you. |
| **4/28/2026** | Stephanie Hoffman. | Hello.My name is Stephanie Hoffman. I live at -, here in Austin, 78721.Phone number -. I'm calling because we've got to protect our endangered species. And I'm against the expansion of MOPAC. The expansion will adversely affect four federally endangered species. And I think you all refuse to consider design alternatives that could avoid these impacts. Construction will threaten the clean flow of groundwater in Barton Springs and kill the cave ecosystem that cannot be restored. Please pay attention to this. Please reject the FONSI, please proceed with a full environmental impact statement. I am a nature-based educator for K-12 students, and I just believe that the Barton Springsrelies entirely on the Edwards Aquifer Recharge Zone for replenishment. Expanding MOPAC will increase traffic and the likelihood of hazardous materials spillingdirectly over the sensitive recharge areas.Thank you for your time, and please, I really demand that you reject the FONSI and proceedwith a full environmental impact statement.Thank you very much. |

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| **4/22/2026** | Stephanie Hubert | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/22/2026** | Stephanie Hubert | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Stephanie Niermann | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Stephanie Niermann |
| **4/20/2026** | Stephanie Parker | Dear CTRMA Board Members,<br><br>The length of time to finish the proposed construction is longer than my life expectancy. I will never see the completion, yet have to put up with construction for the rest of my life.<br><br>Moreover, who knows what transportation needs will look like in 2050! This boondoggle will be obsolete before finished.<br><br>Sincerely,<br><br>Bob Swaffar |

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| **4/20/2026** | Stephanie Parker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/28/2026** | Stephanie Rill | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Stephanie Rivera | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br>Thank You for listening to your neighbors, Stephanie Rivera |

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| **4/21/2026** | Stephanie Saulmon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Stephanie Schrader | Shut down this extra lane idea, and frankly, convert the existing toll lanes to free, too, while you're at it. Toll lanes and toll roads are a ridiculous grift. We used to make fun of Oklahoma for charging to use its public road infrastructure, so why on earth did it ever become ""acceptable"" (to the gullible) here?! As a 13-year former resident of the Austin area who only just now had to move for work, building another lane—much less a toll lane that will only cause extra jams at its on-off points and not help regular commuters—will only hurt the ACTUAL things people go to Austin for: its proximity to nature, glorious parks, and its natural beauty. I'm legitimately sad I had to move, as being so close to so many opportunities to enjoy the great outdoors was fantastic, and I miss Central Texas. Now that I only visit, I don't want this eyesore lane, either. These are confusing enough for locals to navigate, which is to say, they suck at it, and I know from living next to the lane's starting point by downtown since 2018. The toll folks have a horrific track record of getting billing wrong and blowing up your account with fees even when they make a mistake. Their customer service sucks and they do not deserve public support or the ability to operate in Texas, much less in Austin. It's time to for Texas to divorce itself from Okie-style toll roads. MoPac is constantly under construction already and our collective sanity can't take any more of it for a bad idea that solves nothing. See also: 183. YOU HAVE A RECENT EXAMPLE OF THE UNLIVABLE CHAOS THAT ADDING A TOW LANE ENTAILS AND THE INSUFFERABLE CONSTRUCTION DELAYS THESE PROJECTS PUT UP WITH. No one wants to be covered in 183-style dirt clouds while trying to enjoy Town Lake, Barton Springs or any part of the watershed parks to the south. Those delicate ecosystems can't handle this mess. Tell CTRMA to pack its bags and never come back. Austin's quality of life should NOT be sold out for a pointless toll lane! |

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| **4/20/2026** | Stephanie Syed | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>These spaces are what make Austin, Austin!!! Please don't sacrifice them just for another highway expansion that won't solve our problems and won't be done for DECADES.<br>Thank you for your time and consideration. |
| **5/2/2026** | Stephanie Talbott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Stephanie White | Dear CTRMA,<br>"Just one more lane" isn't going to fix the traffic congestion, and your actively ruining what makes the city great in the process. As an Austin resident I do not support this construction project. I do not support my tax dollars being used for this. The city needs a better public transportation system in that of new railways. Not another lane.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Stephen Beers | COMMENTS ON DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR THE PROPOSED TOLLED EXPANSION OF SOUTH MOPAC Submitted by Stephen Beers, Austin, TX 78745 May 3, 2026 This project is questionable given the blatant waste and inefficiency of this proposed project revealed in the Draft EA. The National Environmental Policy Act (NEPA) requires a close look at the possible impacts of federally assisted major projects and/or projects that require federal permit actions, like this one. Rather than just viewing this as a formality and a chance to employ consultants, the Central Texas Regional Mobility Authority (CTRMA) should take the mandate seriously to steward the public resources rather than waste them. The alternatives analysis claims that there will be 1,185 million hours of travel delay saved over a “no build” scenario. The reported $825 million base cost of this project does not include interest on bonds. Should the total cost swell to $1.1 billion with interest included -- as is likely a low estimate -- then spreading that sum over ten years that would be $110 million/1 million hours saved per year, or $110 per hour saved. If we assume 20 years, $55 each driver hour saved. Perhaps some other solution can be found for that much. Moreover by the mere fact of tolling the new extra capacity (four express lanes each direction), the CTRMA necessitates numerous new bridge structures (the drainage Appendix F lists 38 of them). There are new transition lanes, elevated ramps, and auxiliary lanes. All of these swell the costs without themselves adding capacity compared to simple lane additions, meanwhile increasing the paved area by approximately 2.5 times the existing freeway footprint (not counting frontage roads). This is more than 100 acres of new impervious cover added to the sensitive aquifer recharge zone. Increasing capacity to handle increased traffic is given as the reason for this boondoggle project. However, while the pavement grows by 150 percent over base, the new traffic increase handled is only 33 to 58 percent. We need to go back to the drawing board. |

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| **3/27/2026** | Stephen Craig | CTRMA Board Members,<br><br>Barton Springs is an iconic Austin place. It is not a want to have. It is a MUST HAVE!<br><br>Making Mopac traffic 8% better is not worth messing with Barton Springs and spending that much money.<br><br>Make the obvious choice<br><br>Thank You for listening to your neighbors,<br><br>Stephen Craig |
| **5/3/2026** | Stephen Finos | Mopac South cuts through sensitive terrain, where groundwater, wildlife, and habitat are directly connected. Drilling into cars can permanently damage underground ecosystems that formed over thousands of years. Under federal law projects that harm endangered species require serious scrutiny. CTRMA is attempting to push through a “finding of no significant impact “without the full environmental impact statement this project demands. I resent the fact that we austenite who care about the city have to continue to fight this battle to preserve our natural spaces against development! This project must be carefully scrutinized and should not proceed. |

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| **4/29/2026** | Stephen Graham | Dear CTRMA staff,<br><br>I'm writing to register opposition to the MoPac South extension project. My parents are both retired and live directly along MoPac north of the lake, in a community with hundreds of other people over 60. The last thing they need is an even greater volume of cars jamming into the northern section of MoPac induced by extension in the south.<br><br>I realize your organization is built on the presumption that more is better when it comes to highways, but the research is clear that demand management and transit alternatives are the only reasonable ways to improve movement around Austin at this point.<br><br>The entire city is choking with cars, so it's time to get our mindset out of the 1970s, acknowledge the research, and understand that adding highway lanes in a city of Austin's configuration will not work for reducing congestion. These projects merely move the congestion around and increase it overall by inducing more driving. Please don't spend our hard-earned tax dollars to make Austin worse,<br><br>Thank you,<br><br>Stephen Graham |
| **3/19/2026** | Stephen Hartness Graham | Please do not even think about widening MoPac. My mother and father both live at -, a retirement home with hundreds of residents immediately adjacent to MoPac at 42nd Street. Hundreds of people live there, and more senior living is going up across the neighborhood as we speak. Particulate matter air pollution from inviting even more cars onto MoPac would be directly harmful to this community with the respiratory conditions of the elderly. And of course, most people in transportation know by now that widening highways is a fool's errand that does not ease congestion, because any extra space is filled up with extra driving. The solution to traffic on MoPac is dynamic tolling for congestion, as is obvious from excellent flow of the adjacent tolled lane. But short of that, what the north/south corridors and the neighborhood around Westminster need is more frequent buses to be able to drive less, not more lanes to drive more. Thank you, Stephen Graham |

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| **4/28/2026** | Stephen Harvey | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Stephen Harvey |

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| **5/2/2026** | Stephen Henderson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/23/2026** | Stephen Laughrun | Dear CTRMA,<br>Austin has been making meaningful steps to protect community in the last 10 years, but the highways and whatever authority builds them/manages these projects is tearing it all apart. The things that work must be maintained. I don't want to live in a beltway, overpass, concrete nightmare.<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation.<br>Thank you for your time and consideration. |
| **3/30/2026** | Stephen Pak | As a resident, I am writing to support the proposed path between Meridian and Escarpment Blvd. Currently, walkers and cyclists are forced onto the narrow shoulder of Hwy 45, which is a major safety concern. By funding this construction, the County will provide a protected, direct route through Circle C to the broader MoPac trail system. We have already seen progress with the initial design funding; now we need the County, CTRMA, or TxDOT to step up and ensure our families have a safe way to stay active and connected without risking highway traffic. his project isn't just a local sidewalk; it’s a critical link to the Circle C network, Slaughter Lane, and the MoPac trail system. Investing in this 'missing link' will significantly improve safety and provide a truly viable non-motorized route for the community. Furthermore, this path creates an essential 'last-mile' connection to nearby bus stops, making public transit a viable option for our residents. |

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| **4/18/2026** | STEPHEN RICE | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>STEPHEN RICE |
| **4/6/2026** | Sterling Harden | I do not believe we need more tolled express lanes built. This does not solve the issues. Just add another general lane if that's what is needed. Adding toll lanes is just another money grab. |

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| **4/14/2026** | Steve Barnick | Central Texas Regional Mobility Authority April 14, 2026 Attn: Project Manager, MoPac South Project 3300 N. IH-35, Suite 300 Austin, Texas 78705 RE: Formal Request for Environmental Mitigations – MoPac South Project – Section 8.0 Post-Environmental Clearance Activities and Design/Construction Commitments To the CTRMA Board and Project Leadership, As stakeholders dedicated to preserving and enhancing one of Austin's most iconic urban greenspaces, as past President of Friends of Barton Springs Pool, an Austin-based 501(c)(3) nonprofit, submits this letter to request specific environmental mitigations and design commitments that will address the expected significant impacts from the MoPac South Project. Recognizing CTRMA's projected timeline of up to six years, and knowing how disruptive road construction can be to the public, we offer the following adjustments to address the expected significant impacts. We acknowledge and appreciate that CTRMA has already committed to mitigations for the project which may overlap with these requests, but as the project moves toward Section 8.0 Post-Environmental Clearance Activities, we urge CTRMA to integrate the following commitments into the final design and construction contracts to ensure improved traffic safety on roads surrounding and accessing the park, and to maintain the ecological and recreational integrity of Zilker Park. I. Traffic Safety & Active Transportation - Given CTRMA's successes in redefining regional connectivity by integrating a world-class trail system into our transportation infrastructure, the funding and construction of a grade-separated active transportation crossing at MoPac and Barton Springs Road will improve safety for all transportation and park users at this intersection. This bridge project will provide a high-visibility opportunity for CTRMA to extend its important trail work in the region, and address critical traffic safety and public health concerns with the MoPac South project. Grade-Separated Crossing: Fund and construct an elevated bridge crossing over Barton Springs Road on the East side of MoPac thus providing a safe, grade-separated crossing located at a dangerous pinch point along Barton Springs Road. II. Tree Canopy & Light Pollution Protections - Zilker Park's tree canopy is irreplaceable and deserves to be protected or replaced in recognition and support for our commitment to the environment. Comprehensive Tree Replacement Funding: Mitigation for all trees lost to highway expansion, noise barriers, or shared use path construction by replacing native species in Zilker Park at a 3:1 ratio for trees 4"–19" in diameter and a 4:1 ratio for those at least 19" in diameter. TreeFolks arborists recommend this standard. Dark Skies Compliant Design: Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. III. Parkland Protection - Restore and mitigate encroachment of the MoPac South highway project. Encroachment Mitigation: Adjust alignments and construction methods to avoid or minimize parkland encroachment. Ensure that materials and trucks stay under the highway when near Zilker Park. Where encroachment is unavoidable, fully fund mitigation measures with best practice solutions, such as providing funding to facilitate land restoration, conservation, and ongoing stewardship measures. Direct the Environmental Compliance Manager to produce an annual compliance check-in for three years after the project is complete to ensure SW3P and Edwards Aquifer Rules are met. IV. Noise Abatement and Sound Mitigation - To mitigate environmental impacts from adding express lanes and lateral expansion of the highway. Noise Workshop: Conduct a Community Noise Workshop to identify feasible noise abatement and sound mitigation measures for the portion of the South MoPac project in Zilker Park, and build public support and understanding of the project. Advanced Pavement Technology: Use the most advanced pavement technologies and materials to improve safety and provide environmental protection by reducing road spray and noise at the source, and protecting water quality. Noise Barriers: Install high-performance concrete or transparent noise walls along the northbound and southbound sides of the project within Zilker Park boundaries, incorporating best practice path intervention designs, (e.g., landscape barriers or advanced absorption and diffraction barrier designs to trap and dissipate sound energy). V. Construction-Related Displacement & Public Health and Safety Mitigation - Recognizing CTRMA's record of coordinating with city staff to ensure safe access for all park users, we request these additional steps be taken to address public health and safety concerns. Infrastructure Improvement Reimbursement: Fund vehicle and pedestrian infrastructure improvements, e.g., sidewalks, bike paths, vehicle routing/parking areas, and new access points, to mitigate construction-related displacements of park usage and access to businesses operating within the park pursuant to a construction-phase local access study. Park Stakeholder Consultation: Consult with park non-profit entities, vendors, and concessionaires whose work and livelihoods are threatened by construction-phase activity, including Rowing Dock, Austin Nature and Science Center, Zilker Botanical |

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| | | Garden, The Trail Conservancy, and Waterloo Disc Golf Club. Ecological Restoration: Restore parkland areas or roadways damaged or degraded by infrastructure improvements, such as environmental restoration/improvement of the relocated parking areas which temporarily replace existing parking areas for visitors to Zilker Park. VI. Non-Required Mitigation Requests - Beyond the required environmental commitments, we propose the following context-sensitive mitigations to further the CTRMA's mission of environmental stewardship. Aquifer Conservation Funding: Offset the increased impervious cover, tree loss, degraded water and air quality, and aesthetic and visual impacts of the MoPac South project by providing mitigation payments of $35 million to the City of Austin. These funds would be earmarked for the purchase of permanent conservation easements over the Edwards Aquifer Recharge and Contributing Zones. As past President of Friends of Barton Springs Pool I appreciate CTRMA's consideration of these mitigation improvements which residents and the public at large will recognize and appreciate, too. We look forward to seeing these mitigation and funding commitments in the Section 8.0 documentation and final project schematic. We are available to meet with your team to answer questions and provide clarifications. Sincerely, Steve Barnick Past president of Friends of Barton Springs Pool |
| **4/1/2026** | Steve Carrell | No benefit for me. |
| **4/1/2026** | Steve Carrell | No tolls. |

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| **5/3/2026** | Steve Gates | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Steve Gates |

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| **4/26/2026** | Steve Gerson | Dear CTRMA Board Members,<br><br>I am very concerned that the plans for the MoPac south extension have not been fully vetted.<br><br>* I am shocked that there will not be a formal Environmental Impact Statement, especially considering that this construction would be happening on top of the Edwards Aquifer Recharge zone. I am a regular year-round swimmer at Barton Springs and I have seen over the years how development has adversely affected water quality.<br><br>* The rerouting of traffic on and off of the toll lanes north of Lady Bird Lake will cause a change in character of the area near and around Austin High School.<br><br>* The justification for this project does not take into account improvements in public transportation that we can make that could affect the number of cars on the road. This project once complete would save someone only a few minutes compared to not doing the project. And I don't think you have taken into account the phenomena of "induced demand" which has shown that traffic and delays will increase back to the same level it was before any construction was done.<br><br>Please let us look for creative solutions for the future needs of our community, instead of deciding that the answer to traffic problems is always Build More Roads.<br><br>Thank you.<br><br>Steve Gerson |
| **4/6/2026** | Steve Hayes | Expanding a highway here means over 110 acres of additional pavement, more polluted runoff, and years of disruptive construction in one of the most environmentally sensitive regions in Central Texas. Due to constant addition of impervious cover and development in the recharge zone, the aquifer and water table is already under extreme stress. |

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| **5/3/2026** | Steve Lin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>- No impacts to the Edwards Aquifer and the City's Crown Jewels: Zilker Park, Barton Creek, Barton Springs, Dick Nichols Park, Volma Overton Sr., and Williamson Creek Greenbelt.<br>Thank you for your time and consideration. |
| **5/2/2026** | Steve McMillen | This project will have significant environmental impacts. This project will have significant aesthetic and quality of life impacts. This project will have no actual, practical benefit to the public in the long run because, if built, the capacity of the project will be rapidly filled with demand. In other words, more lanes, more cars as drivers believe it's a "faster" way. This concept of "induced demand" is well documented. In contrast and in reality, traffic congestion is a self-correcting issue - if there is congestion, drivers will discover their own alternatives such that equilibrium is obtained. In other words, build this project and travel times, in relatively short order, will revert back to pre-build travel times, evidencing no actual benefit, but only after years of quality of life detriments, increased travel times, and significant environmental and aesthetic impacts.<br>For the reasons above, I strongly endorse the no build alternative. In alternative, I do not believe the Environmental Assessment supports a Finding of No Significant Impact, and therefore a full Environmental Impact Statement must be completed. I believe the EIS must looks closely at cumulative impacts, including quality of life, aesthetic, near-term traffic flow detriments, the well-known "induced demand" phenomenon, environmental, noise, light, visibility, and safety. Such cumulative impacts study must closely look at project reductions in travel times given the induced demand phenomenon and analyze using the latest knowledge, modeling and science the true benefits of this project, which I would strongly argue are none, again, due induced demand and population growth. Moreover, the EIS must look at the MoPace North project of several years ago as an analogue for actual, realized gains (i.e., reduced travel times) from a project like this. Having lived through the MoPac North project, and using MoPac almost every day, I can assuredly and empirically testify that travel times north and south on MoPac north of the river have only increased over time. I believe studying MoPac North project as an analogue is critical to truly and honestly understanding whether this MoPac South project will have any actual, realized benefits. The no action alternative, as mentioned above, will actually create more benefits over time, even with population growth, as the physical constraints of Mopac will force people and policies into alternative modes of travel and work. Thank you. |

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| **3/30/2026** | Steve Simmons | Please find below my comments on the MoPac South project.<br><br>1. Consider the extension of the project to SH 45 Toll SW. It makes more sense that the Express Lanes have a connection to SH 45 SW due to the increased traffic along SH 45 SW and FM 1826.<br>2. The South Bay Crossover needs to be removed due to the increased use for the new Valor School at the NW corner of MoPac and SH 45 causing unsafe conditions. In addition, a 1,000-unit apartment complex is being planned on the western side of La Crosse and SH 45.<br>3. There should be a U-Turn for westbound SH 45 and Escarpment again due to the heavy traffic coming from the Valor School causing unsafe back up during peak hour traffic.<br><br>Steve Simmons |
| **4/1/2026** | Steven Anderson | I oppose expanding mopac because adding lanes does not alleviate traffic. Additional construction adds too much pain. We need to invest our tax dollars in alternative measures |
| **4/24/2026** | Steven Ascherl | I can't believe this is a serious proposal. 12 to 14 minutes by 2045?! At how much per mile? You could save that by simply changing the on/off ramp situation. Drivers avoid delays by exiting/entering local ramps to go around traffic. Exit 35th then get back on, exit Westover then get back on etc… The problem is, is that it works! It's slowing everything down for the rule followers. Make one exit at 45th that runs all the way to Windsor. I could go on and on. It's currently a glorified boulevard. Make it a highway. Secondly, you can not connect it to a I-35 bypass. Total disaster! Mopac doesn't need the I-35 disease. Go back to the drawing board. 15 minutes in 20 years!!!! I expect that argument from its detractors! Hardly a SELLING point! Good Lord. |
| **4/22/2026** | Steven Kuhn | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Steven Kuhn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Steven March | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Steven March |
| **4/29/2026** | Steven R Zucker | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **5/3/2026** | Steven Ramos | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Steven Ramos |
| **5/3/2026** | Steven Rastrelli | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Steven Rastrelli |

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| **4/24/2026** | Steven Severance | To Whom It May Concern: I am an Austin resident and submit these comments as part of the official record for the MoPac South Draft Environmental Assessment (EA). After reviewing the Draft EA, I have significant concerns regarding the adequacy of the document under the National Environmental Policy Act (NEPA). I respectfully request that TxDOT address these deficiencies before issuing a Finding of No Significant Impact (FONSI). 1. ESA Consultation Is Incomplete — A FONSI Cannot Be Issued Prematurely The Draft EA acknowledges that consultation with the U.S. Fish and Wildlife Service (USFWS) regarding the Austin blind salamander, Barton Springs salamander, Bee Cave harvestman, and Tooth Cave spider is ongoing, with a commitment only to complete it "prior to the final EA" (Section 6.0; Post-Clearance Activity #19). Under Section 7 of the Endangered Species Act, a FONSI cannot lawfully be issued before formal consultation is complete and a Biological Opinion has been received. The public also cannot meaningfully evaluate the adequacy of the EA without knowing the outcome of that consultation. This alone warrants withholding a FONSI until the consultation is complete and its conclusions are incorporated into the public record. 2. Noise Barriers Are Not Binding Commitments The EA identifies 864 impacted residences and 22 non-residential land uses (Section 5.13), yet deems noise barriers "reasonable and feasible" for only 5 of 40 evaluated locations. Critically, even those 5 proposed barriers are explicitly conditioned on a post-FONSI constructability assessment and a vote by benefiting property owners (Post-Clearance Activity #5; Design/Construction Commitment #17). The EA therefore concludes "no significant noise impacts are anticipated" based on mitigation measures that are not guaranteed to be constructed. NEPA requires that mitigation relied upon to support a FONSI be binding and enforceable. Contingent, vote-dependent noise walls do not meet this standard. I request that either: (a) the noise barrier commitments be made legally binding in the final EA, or (b) the project be elevated to a full Environmental Impact Statement. 3. The Induced Demand Analysis Is Inadequate The EA's Induced Growth Analysis Technical Memorandum (TxDOT 2025k) concludes that induced growth impacts are negligible because the corridor area is "mostly developed" (Section 5.2). This analysis conflates induced land use changes with induced vehicle travel demand — two distinct phenomena. The peer-reviewed literature (Duranton & Turner, 2011, "The Fundamental Law of Road Congestion") establishes that highway capacity additions generate proportional increases in vehicle miles traveled, regardless of surrounding land use development status. The EA does not address this traffic-induction effect. I request the final EA include an analysis of induced VMT using accepted elasticity-based methods, and that forecasted 2045 traffic volumes reflect induced demand rather than assuming static travel patterns. 4. Greenhouse Gas Analysis Is Voluntarily Truncated Section 5.15 of the Draft EA explicitly states the GHG section is "not required by FHWA" and punts entirely to a statewide TxDOT report. No project-specific GHG analysis is provided. Given the direct relationship between highway capacity expansion, induced VMT, and $CO_2$ emissions, and given Austin's adopted climate commitments, the public deserves a project-specific analysis of GHG consequences, including the induced-demand scenario. I request this analysis be included in the final EA. 5. EA Classification Is Inappropriate for This Project's Scale This is an $824 million project spanning 8.77 miles through a dense urban corridor, crossing the Edwards Aquifer Recharge Zone, impacting nearly 900 residential receptors, and requiring ESA consultation for four listed species. An EA is appropriate only where the significance of environmental impacts is not clearly established. The cumulative weight of these factors — noise impacts on hundreds of homes, incomplete endangered species consultation, crossing of a critical recharge zone, and a multi-billion-dollar regional traffic effect — strongly suggests that a full Environmental Impact Statement is the appropriate NEPA instrument. I formally request that TxDOT and the Mobility Authority evaluate whether this project warrants elevation to an EIS. I respectfully request that the Mobility Authority and TxDOT address each of these comments in the final EA response document. These are not objections to improved mobility — they are requests for a legally adequate NEPA process that fully discloses environmental impacts and ensures that any mitigation relied upon is binding and enforceable. |

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| **4/28/2026** | Stevi Stevenson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Austin is a wonderful city deserving of the utmost care and concern especially when it comes to respecting and protecting our native flora and fauna. Taking them into consideration is keeping Austin Beautiful, vibrant, and worth living in.<br>Thank you for your time and consideration. |
| **5/1/2026** | Stevie Hawes | I'm writing to say no to the South MoPac extension plans.<br>This expansion will:<br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn’t see it, Austin’s air quality just received a failing grade from the American Lung Association).<br>Please protect our natural parks and air quality.<br>--<br>Stevie Sparks \| Freelance Musician<br>YouTube <https://www.youtube.com/channel/UC026vkL-IY4Kf0x1TCdcqbg> \| Twitch <https://www.twitch.tv/symphonicelectric> \| Facebook <https://www.facebook.com/symphonicelectric><br>Open for music work!<br>Composing/live music/session recording |

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| **5/1/2026** | Stevie Sparks | I'm writing to say no to the South MoPac extension plans.<br><br>This expansion will:<br><br>* Pave over 110 acres of the Edwards Aquifer Recharge Zone, threatening groundwater quality, our creeks and Barton Springs;<br><br>* Harm 4 federally endangered species and their habitats, including the Barton Springs Salamander and Austin Blind Salamander;<br><br>* Carve through some of Austin's most iconic parkland and recreational spaces, including Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike Trail; and<br><br>* Pollute our air with massive increases in cars (increasing annual vehicle miles traveled on MoPac by a whopping 331 million) with more car emissions directly next to neighborhoods and Austin High School (If you didn't see it, Austin's air quality just received a failing grade from the American Lung Association).<br><br>Please protect our natural parks and air quality.<br><br>--<br><br>Stevie/Aether Sparks \| Freelance Musician<br><br>Composing/live music/session recording/piano accompanist |
| **5/1/2026** | Stewart Bradley Cloth | I oppose the expansion. It'll make traffic worse and affect the environment among other issues. |

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| **5/3/2026** | Stirling Duncan | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. I have lived in Austin for all 24 years of my life, I love this city and it breaks my heart to see rich out of touch people destroy what makes it so special. I'm frustrated that Austinites voices are being trumped time and time again for the same stupid plan of MOPAC expansion. WE WANT VIABLE AND RENEWABLE PUBLIC TRANSPORTATION. We have been screaming that from the roof tops for years, but it's not profitable to whoever is making money off of cars and highways so we the people get ignored. Renewable public transportation would make I-35 AND MOPAC safer and less crowded, and it would prevent the need for highway expansion in the future because everyone within city limits would have access to an alternative form of transit. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Stirling Duncan |

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| **5/3/2026** | Storey Flowers | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Storey Flowers |

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| **5/3/2026** | Stuart Ritchie | Dear CTRMA Board Members,  With due respect for your efforts, I oppose the MoPac South highway expansion project. <br /><br />I concur with the position of the Save Our Springs Alliance. Once the aquifer system is impacted, there is no effective downstream remedy. <br /><br />I've looked at the Mobility Authority's Public Hearing Presentation on the subject, and while it does demonstrate a good deal of due diligence, I have to disagree with its conclusions on the basis that it amounts to a kind of circular argument. The nature of the problem is that the conclusion is assumed in the premises. The CTRMA would not exist if there were not already a long history of development of the internal combustion engine, the petroleum industry, and the resulting expansion of roadways, all of which are interconnected with an even longer history of the development of our social, economic and political structures.??  The presumption is that automobile traffic (with its various supporting industries) is an inevitability, that economic well-being is impossible without constant growth, and that our current set of social, economic and political structures are the only possible way to organize a society.?  What's usually missing from these presumptions is the recognition that collectively we human beings create all these things. Human conventions are not the same thing as immutable laws of nature. There is no immutable law of nature that requires us to maintain any particular set of industries, infrastructure or cultural norms. History is replete with turning points. We can change things if we want. However, doing so requires collective effort, motivated by a spirit of goodwill and co-operation for the common good.?  Personally, I have no confidence in any assessment claiming that building a highway expansion over a sensitive aquifer zone would somehow have "no significant impact," simply because in practice every highway system has a polluting effect. I can say this because I have driven all over the United States, and my direct observation is that highways are synonymous with pollution.  ??Just one example in particular is Interstate Highway 10 between Austin and El Paso — I've  observed that the roadway shoulders along on both sides of this whole long stretch of road are thoroughly scattered with bits of broken tires and other trash and debris. Automotive waste is a consistent problem, as vehicles leave trails of tire rubber residue, oil deposits, and other byproducts of petroleum combustion. All of this type of pollution will certainly affect the Edwards Aquifer, merely by the presence of significant traffic passing through the area. To suggest that some amount of pollution is merely "the cost of doing business" would be missing the point.  ??I recognize that our traffic is terrible in Austin, it's impossible to miss or ignore. However this problem is the result of a whole combination of contributing factors that have not been effectively addressed at the level of root causes. If we really want to solve the traffic problem, then we can't maintain this endless cycle of treating symptoms, while continuing to create the very causes that produce the problems in the first place. ?  What's needed is a real re-orientation of priorities on a fundamental level, at every level of society, and on a global scale. This means a real, concerted effort to work our way back along the chain of causation, spot the mistakes, and do everything we possibly can to correct them. Metaphorically speaking, a tree is known by its fruit. If we don't like the effects, then we have to stop planting the same seeds. If we continue to fixate on purely commercial concerns and unbridled market forces as the only organizing principle, then we will never solve our many pressing problems. Not solving them is not really an option.?  The solutions to these pressing problems are already known; there are many blueprints in place for effective ways to re-orient our infrastructures and social structures along more sane, just and compassionate lines. However it would be beyond the scope of this comment to go into much detail about that here. The best I could do would be to offer some reference to other sources.??  Consider for example the work of Share the World's Resources (STWR), a UK based non-profit civil society organization with consultative status at the Economic and Social Council of the United Nations. [sharing.org]  While at first glance their work may not seem directly applicable to this local issue, in my view it points in the right direction for re-evaluating our local situation in light of alternative possibilities that I think would end up being much better for everyone. I hope you'll consider taking a look at it.<br /><br />Thanks for your time and consideration.  Thank You for listening to your neighbors,  Stuart Ritchie |

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| **4/19/2026** | Subina Garyet | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Subina Garyet |
| **5/3/2026** | Sue | I am AGAINST this!!!!! |
| **5/3/2026** | Sue Brightman | I am against this project and want to save the springs!!! |
| **5/3/2026** | Sue Craven | Hi, my name is Sue Craven calling the city to let you know I oppose the MOPAC highway expansionproject that would further jeopardize Edward's aquifer beauty and unique cave systems in Austin.It would be a massive step backwards for our city. I just wanted tobe one of the people who let you know that we are totally opposed to this project.Thank you. |
| **5/3/2026** | Sue Gall | I demand a full Environmental Impact Statement (EIS) and real alternatives that avoid irreversible damage to our water, wildlife, and public health. |

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| **5/3/2026** | Sue Reading | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Sue Reading |
| **4/2/2026** | Suellen Maloney | For the future environmental health of Austin, stop this project! Austin is losing its soul. Could we go back to being a city that cared about the environment? |
| **5/3/2026** | Sullivan Meservey | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Sullivan Meservey |
| **3/19/2026** | Sumit Dutta | Traffic noise at Dick Nichols Park is already loud. Please avoid cutting into the forestry around the park and the Violet Crown Trail. Please also reduce additional traffic noise near those parks and trails as much as possible. Bike and pedestrian improvements along South Mopac would be very welcome, especially near Spyglass Drive where bikes have to use the sidewalk after coming from the path that crosses Barton Creek and 360. |
| **4/28/2026** | Sumit Dutta | If you do proceed with the project, please prioritize preserving access to and fully restoring the Violet Crown Trail, just as you plan to prioritize re-opening the Butler Hike & Bike trail around Lady Bird Lake. Please do a full Environmental Impact Study, which is essential considering the likely harm of this proposed expansion. |

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| **4/19/2026** | Summer Orosco | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Summer Orosco |

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| **4/24/2026** | Sunny Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Surya Garcia-Crow | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Surya Garcia-Crow |

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| **4/27/2026** | Susan Paine-Keesey | Dear CTRMA Board Members,<br><br>As an Austin resident (specifically South Austin), MoPac commuter, and frequent visitor to Barton Springs, the surrounding parks and natural areas, I am submitting this comment in opposition to the proposed MoPac South expansion. I demand the Central Texas Regional Mobility Authority (CTRMA) conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on MoPac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north MoPac, Cesar Chavez and other streets. CTRMA's Environment Assessment, which I understand concludes this highway expansion project will have no impact on the environment, is completely inadequate -- *a full and thorough EIS (Environmental Impact Assessment) must be completed and the real potential consequences evidenced by an EIS acknowledged and weighed before a project such as this should ever begin to be implemented*.<br><br>*Specifically with reference to above, "...the proposed MoPac expansion endangers up to ten known habitats of the Barton Springs and Austin blind salamanders and threatens the Edwards Aquifer itself. Scientific dye-tracing and field studies by the City of Austin and the Barton Springs/Edwards Aquifer Conservation District show that pollution entering the aquifer in the Sunset Valley and Manchaca basins can reach Barton Springs in a matter of days, putting these irreplaceable waters and species directly in harm's way." - From Better Mopac Coalition's website (citing: Hauwert, et al 2004 <https://bseacd.org/uploads/Hauwert-et-al_-2004-Edwards-Symposium.pdf> ).<br><br>*Five to seven years of construction will likely cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*There is no evaluation of less harmful, more affordable options that should be considered first, including, as a possible option, removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). |

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| | | Finally, it's very important to mention that it is already known that highway expansion is an ineffective and unsustainable solution to traffic problems. Many studies (some dating back decades) have shown that more lanes actually just amounts to more traffic, and more time spent in the car / more emissions -- see links to numerous studies / articles citing studies evidencing this:<br><br>- https://www.aeaweb.org/articles?id=10.1257%2Faer.101.6.2616&fbclid=IwY2xjawRdBV1leHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHlwsb5l5n22_IJ6qysa3zhmqQmEeuhCMjrzPClO8YSNGfhqKUucy2QLP2giG_aem_Ku1A-n-Lt4OVF-PPUfq4Sw<br><br>- https://www.researchgate.net/publication/315534829_Closing_the_Induced_Vehicle_Travel_Gap_Between_Research_and_Practice?fbclid=IwY2xjawRdBXxleHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHrbDYN-pXdvgrn4xXPUyL6Uwsq7CuLIKe80gFZs92Bo0CLbo8k_e_8oz-9Ao_aem_1FxNz3ebiTipmNz0ngvqJw<br><br>- https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/?fbclid=IwY2xjawRdBclleHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHrbDYN-pXdvgrn4xXPUyL6Uwsq7CuLIKe80gFZs92Bo0CLbo8k_e_8oz-9Ao_aem_1FxNz3ebiTipmNz0ngvqJw<br><br>- https://www.reuters.com/world/us/us-highway-expansions-increase-traffic-pollution-environmental-groups-say-2021-10-20/?fbclid=IwY2xjawRdBfRleHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHnqRz8SWDijY99e0dp4UjmKixFuPNEaTVwTMT2HoAmxOLLaaCWLXV3K-QY0q_aem_GysFWeypL3BiWJqhjQipyg |

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| | | - https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?fbclid=IwY2xjawRdBmNleHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHnqRz8SWDijY99e0dp4UjmKixFuPNEaTVwTMT2HoAmxOLLaaCWLXV3K-QY0q_aem_GysFWeypL3BiWJqhjQipyg<br><br>- https://archive.strongtowns.org/journal/2022/6/7/mds2022-america-must-end-highway-expansions-before-its-too-late?fbclid=IwY2xjawRdBo9leHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHlwsb5I5n22_IJ6qysa3zhmqQmEeuhCMjrzPClO8YSNGfhqKUucy2QLP2giG_aem_Ku1A-n-Lt4OVF-PPUfq4Sw<br><br>- https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief?utm_id=97758_v0_s00_e0_tv2_a1dennhax1j2n5&fbclid=IwY2xjawRdBkFleHRuA2FlbQIxMABicmlkETEzMW8zYklvOWdMcXRwVWhzc3J0YwZhcHBfaWQQMjIyMDM5MTc4ODIwMDg5MgABHmWcDuPn84DT5tN_6fyyLSnDK4UlRFbL7mb_39p5UnFkY5CBmVwJYd8wUdGW_aem_6OfpEN2g1j5zbDihRgoMRg<br><br>In conclusion, in the interest of the public -- our water, air and natural environment, not to mention the impact to our daily lives, CTRMA must conduct a full EIS, and prioritize sustainable, community-centered alternatives. Protecting Austin's natural resources and quality of life must be the top priority!<br><br>Sincerely,<br><br>Susan Paine-Keesey |
| **5/3/2026** | Susan Blackledge | Yes, my name is Susan Blackledge.I used to be the pool manager at Barton Springs,the first female pool manager,and know about how hard it was to get the greenbelt done and preserved,and just how important that land is,and to protect the water,the Edwards Aquifer, and all of the green space.So please, please don't do that.Do what the city has done in the past, which is protect it,please.Thank you.Bye. |

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| **4/21/2026** | Susan Current | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/26/2026** | Susan Current | Dear CTRMA,<br>KEEP AUSTIN GREEN!<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Susan Current | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Susan Davenport | Dear CTRMA Board,<br><br>I write in strong support of the MoPac South Express Lanes project currently under public review.<br><br>MoPac Expressway south of Cesar Chavez Street is one of the most critical corridors in our regional transportation network. Carrying nearly 200,000 vehicles per day, this segment represents a significant and growing constraint on the region's economic competitiveness. Congestion along this corridor carries direct and negative economic impacts from delays in commercial activity, reduced workforce accessibility, and diminished quality of life for the employees and customers who depend on that corridor for reliable travel throughout the region.<br><br>Transportation infrastructure is foundational to economic development. A well-functioning MoPac corridor supports the employers, healthcare institutions, educational facilities, and commercial centers that line this corridor and depend on it for daily operations. As the Austin metro area continues to grow, the cost of inaction compounds — in lost productivity, in reduced site competitiveness, and in the strain placed on parallel arterials when MoPac fails to perform.<br><br>I commend CTRMA for conducting a thorough environmental study that accounts for the needs of drivers, transit riders, bicyclists, and pedestrians, and for the commitment to context-sensitive design that has characterized this process. I urge the CTRMA to move forward expeditiously toward project clearance.<br><br>I join the thousands of citizens and organizations who are committed partners in building a more connected, competitive Austin region. The MoPac South project is an investment in that future, and I stand ready to offer my full support for the advancement of this project through the next phases of development and financing. |

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| **5/3/2026** | Susan Erickson | Dear Board of Central Texas Regional Mobility Authority,<br><br>I am asking for an in-depth Environmental Impact Statement to clarify the real environmental impact of the proposed South Mopac expansion. An Environmental Assessment is inadequate to predict that the plan "would not result in significant impacts on the human or natural environment," as CTRMA's draft assessment states<br><br>Austin has a history of respecting quality of life and our natural gifts over unbridled development. Please respect that history and get an in-depth Environmental Impact Statement.<br><br>Susan C Erickson |

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| **4/20/2026** | Susan Gay | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration!<br>Sincerely,<br>Susan |
| **4/30/2026** | Susan Harrell | I want to strongly voice my wishes to NOT expand Mopac South. I have lived in Austin since 1982 and have seen the changes to the Green Belt with my own eyes. I am a frequently walker, hiker, biker and swimmer in the Green Belt/360/Barton Springs/Lady Bird Lake area. There once was constant water flowing along the Green Belt/360 Trail with many folks swimming, swinging from ropes into water. Now I rarely see water there. I travel Mopac South and have never had an issue with traffic. The traffic is briefly during peak times, which I avoid or take an alternative route. If Mopac South is developed, it will lead to further development in the area, which I oppose. The GreenBelt should remain Green and open for hikers, bikers and swimmers, we do not NEED more lanes for more cars, which will happen if the expansion goes through. I do not want the disruption to nature in the area, including filling in or destroying fragile limestone caves which currently do their job in collecting rain fall, nor do I want the animals disturbed and more noise with more cars. |

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| **4/20/2026** | Susan I Jones | Dear CTRMA Board Members,<br><br>I understand the need for expansion to mitigate some of Austin's increasing problems with lack of infastructure. I am pro infastructure in that regard. I am writing to strongly oppose the MoPac South expansion as proposed. I do not believe that the impact of the current plan will not affect the environment as they say. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. This job can be done right. It may cost more, it might take longer, but Austin will be proud of it's results.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. |

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| | | Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. This level of review is required and should be the minimal baseline.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Susan I Jones |

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| **5/3/2026** | Susan Kleinman | Please consider that a highway expansion will only aggravate problems, rather than solve them. For a growing city like Austin it would well serve it to improve public transportation. At minimum, there should be an environmental impact study that would inform it.<br><br>Thank you,<br><br>Susan Kleinman<br><br>Austin, TX |
| **5/3/2026** | Susan Lazarus | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Susan Lazarus |
| **4/7/2026** | Susan M Pascoe | Provide elevation renderings showing vertical heights. What are the noise pollution solutions? How does this effect lake Austin / Deep Eddy Pool? Are there going to be any Johnson Creek protections? Any safety reports? Any heritage tree protections? etc. What is being done about sensitive areas - endangered species, caves etc, |
| **5/3/2026** | Susan Moffat | I oppose the proposed Mopac expansion and support a full EIS and alternatives that do not harm wildlife and our environment. |
| **5/3/2026** | Susan Moore | I am opposed to the expansion of MOPAC over Barton Springs and Edwards Aquifer. There needs to be a thorough environmental impact study as this project threatens our water quality, endangered species, a precious natural resource and the future of a healthy Barton Springs. We have so little natural areas and what we have has to be protected for our future health and well being as a community. Water is an ongoing issue with climate change and the drought and this area of construction will hugely adversely impact our water quality not just with the construction but increased traffic and pollution. I grew up above Barton Springs and live now in the Edwards Aquifer recharge zone. Please do the right thing and consider the community's health first. |

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| **3/13/2026** | Susan Pantell | Dear CTRMA Board Members,<br><br>I strongly oppose the MoPac South expansion as proposed. If you expand MoPac South, it will fill up with cars in a few years from induced demand, and then you will have to expand it again. Instead, you should spend the money to expand and improve transit, as well as bike and pedestrian options.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts, but I do not think it adequately addresses the significant environmental concerns.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The EA also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>The Draft EA does not adequately assess the impacts to quality of life of the community. The proposed expansion would widen the MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. The EA concludes that visual impacts would be "neutral", which does not make sense, since clearly MoPac will occupy a larger footprint and have negative aesthetic impacts. It is not clear that the noise impacts, both from construction and operation, would be adequately mitigated. People who live, work or recreate in the area will have heightened noise impacts on a daily basis. Conducting the construction at night does not mitigate the impacts for people who live nearby and are trying to sleep. In addition, years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>The CTRMA should conduct a full Environmental Impact Statement, which would provide the transparent, comprehensive analysis required under federal law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation.<br><br>Thank you for considering this input.<br><br>Respectfully, |

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| **4/20/2026** | Susan Pascoe | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Please evaluate this planned destruction carefully and fully. I vote NO.<br><br>Sincerely,<br><br>Susan Pascoe |
| **5/3/2026** | Susan Reardon | Water is life. Water is sacred. We need to protect it all costs. Roadways are negotiable, water is not! |

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| **4/14/2026** | Susan scace | Dear CTRMA Board Members,<br><br>I strongly oppose the MoPac South expansion as proposed. It will not significantly reduce traffic congestion. It will cost too much money.<br><br>Many people object due to environmental concerns and that is valid. But there are a multitude of other reasons this is a bad idea. There are other solutions!<br><br>Additionally, I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public |

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| | | participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Susan scace |

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| **4/25/2026** | Susan Slattery | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/13/2026** | Susan Somers | To whom it may concern:<br><br>The City of Austin Urban Transportation Commission passed Recommendation 20260203-006: Mopac South at our February meeting. I have attached the recommendation and also linked the official copy from the City of Austin website. In the recommendation we urge CTRMA to pause this project, or barring that, to conduct a full EIS.<br><br>Please enter this document as official comment in the Public Hearing.<br><br>I am available to answer any additional questions or connect with your team as needed.<br><br>Yours sincerely,<br>Susan Somers<br>Chair, Austin Urban Transportation Commission<br><br>Susan Somers<br>Boards and Commissions <attachment> |

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| **5/3/2026** | Susan Tepper | Dear CTRMA Board Members, Austin has experienced explosive growth over the last decade and access to high quality greenspace within city limits is an essential part of what has drawn so many people to this city. The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Please prioritize the wellbeing of Austin locals and the greenspaces that make our city so special. Respectfully, Susan Tepper |

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| **4/18/2026** | Susan Tietz | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Susan Tietz |

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| **4/23/2026** | Susan Van Haitsma | Dear CTRMA Board Members,<br><br>Please register my sincere objection to the proposed construction of 6-8 new traffic lanes on MoPac over the most sensitive environment in Austin. With all that we have learned over the years about how more lanes lead to more traffic, how water, air and habitat are always degraded by more high-speed roadways and how costs of construction always balloon, this proposal is clearly unwise and unnecessary. I am very disappointed that such a proposal was even made much less promoted by road planners.<br><br>I am a regular swimmer at Austin's world-famous treasure, Barton Springs and a regular walker on the Butler Trail all the way around Ladybird Lake. Now that the wishbone bridge has been completed on the east end of the Butler Trail, why would planners now consider blocking the western MoPac pedestrian bridge for years of destructive inaccessibility, negating the much-heralded benefit of having a 10-mile continuous loop?<br><br>By every measure, this MoPac expansion proposal is ill-conceived. As a daily bus rider who is trying to reduce my own ecological footprint, I urge road planners to pursue public transportation solutions that reduce rather than increase the numbers of cars on the road and protect rather than harm our most revered natural resources in Austin.<br><br>Respectfully,<br><br>Susan Van Haitsma |

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| **4/30/2026** | Susan Walsh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. Austin is losing parkland and green spaces as development on every level is not requiring attention to the details needed to reduce pollution from building, replace green space removed by comproable spaces, and replacing trees and meadows. Part of what makes Austin great is our parks and green spaces. Please protect them.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting. In our hot summers trees are vital.<br>- Avoid parkland encroachment. The more space between parks, busy streets, and cement, the better our park sancuaries can be. Care needs to be taken during building to protect nearby parks and green spaces.<br>- Capital improvement reimbursements for affected community assets. Every green space is important in urban areas from pocket parks and creek banks to large parks. The city must work with affected neighborhoods to identify areas to protect and have money to replace damaged areas from construction.<br>- A noise wall workshop with meaningful community input. On going noise from construction needs to be addressed.<br>- An open space fund dedicated to long-term preservation and restoration. It can take years to rebuild parks and green spaces. Money and planning will be key.<br>- A permanent green fund to support ongoing environmental mitigation. For Austin to remain being known as a beutiful city will take work from the City govenment and neighborhoods. This is a long term goal that is important to current and future residents.<br>Thank you for your time and consideration. |
| **5/3/2026** | Susan Welborn | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Susan Welborn |

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| **4/20/2026** | Susan Welsh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Susanna Sharpe | Dear CTRMA Board Members, Below is a pre-written message since I can't say this any better than below. Our environment is at a tipping point in so many ways. Human beings can no longer afford to ignore the impacts of our actions on waterways, animal and plant life, and human life. The Mopac expansion would cause serious harm to Barton Springs and the Edwards Aquifer. The plans should not go forward. It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Susanna Sharpe |

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| **4/26/2026** | Susannah Benton | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Susannah Benton |

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| **4/19/2026** | Susie Dudley | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>I strongly oppose the southern expansion of MoPAK. Disastrous for the environment and our neighborhood. , |

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| | | Susie Dudley |

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| **4/19/2026** | Susie Dudley | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>I strongly oppose the southern expansion of MoPAK. Disastrous for the environment and our neighborhood. , |

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| | | Susie Dudley |
| **5/3/2026** | Susie Stern | Susie Stern, I oppose, Mopac, Expedge, please, it's a bad thing for our springs and our answers. |

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| **4/22/2026** | Suveda Sannidhi | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Suveda Sannidhi | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Suzanna Banks | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Suzanna Banks |

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| **4/24/2026** | Suzanne Ruff | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Suzanne Ruff |
| **5/1/2026** | Suzanne Dietrich | This is an unfortunate project. The environment impacts need to be studied as they could be incredibly damaging to the delicate ecosystems within Austin. This is not a desired project, more lanes, especially toll lanes, will not solve the traffic issues. I would rather have mopac stay untouched and deal with traffic as it is. I'm wholly against this project and hope that TxDot would take environmental impacts seriously. |

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| **4/22/2026** | Suzanne Hood | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration of the aquifer and surrounding land<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Suzanne Hood | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Suzanne LaPinta | My neighborhood, Sendera Glen, sits right at the intersection of Slaughter Lane and South MoPac. I can only imagine that the toll lanes will add to the already LOUD road noise level. At this time, it does not appear that any noise abatement walls will be built alongside my neighborhood. I'm just curious: why do all the neighborhoods along the northern part of the toll lanes have noise abatement walls and we will not? |

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| **5/3/2026** | Suzanne MacGillivray | South Austin doesn't have enough bus routes, the light rail isn't going into south Austin - i would rather that people had those different routes to move around and not have every single person trying to get on mopac, in a car. Our air quality already bad so more driving isn't going to help. This project is over the aquifer where we get our drinking water so i especially do not want it for that reason. I dont know where y'all think we'll get our water if we poison what we have now. We need other solutions than just roads. More people able to work from home would certainly help, like it did during the pandemic. We can use more tools than just roads. |
| **3/24/2026** | Suzanne Mudd | I would like to make the comment that the project should be postponed until all work is completed on IH35. The bottlenecks with traffic going in or out of the city will be worsened by starting another project on a functioning north and south freeway. Please stop construction until IH35 is completed through the downtown corridor. There is too much construction going on that negatively affects the environment when all roads are being worked on at once leading to even more traffic when semi functioning roads are being worked on in tandem. Thank you for your consideration to this matter. |
| **4/21/2026** | Suzanne Whittenton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Suzi Stern | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Suzi Stern |

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| **4/24/2026** | Suzy Lipton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planted<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>I've grown up in Austin my entire life. The downtown/mopac area is so nostalgic and reminds me of when I was younger. This city is beautiful and what we need in unpredictable times is to maintain what makes Austin special. We don't need more highways. We need community.<br>Thank you for your time and consideration. |
| **4/16/2026** | Swee Paw Shum | To whom it may concerned<br><br>I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and I can provide further information, including graphics. Thank you.<br><br>Kind regards<br>Swee Paw Shum<br>Resident of Meridian |
| **5/3/2026** | Sydney | There are much better ways at expanding than ruining the heart of Austin! |

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| **5/3/2026** | Sydney Bell | To Whom It May Concern,<br><br>I am writing to oppose the proposed MoPac South project as it is currently presented in the Environmental Assessment and public hearing materials.<br><br>Right now, the project is framed almost entirely around congestion — how many cars use the corridor and how travel times might increase if nothing is done. But that feels like a narrow way to define the problem. Roads like MoPac are not just traffic corridors. They run through real places, and decisions about expanding them shape how those places change over time.<br><br>Projects like this don't just move traffic more efficiently. They influence what gets built, who can afford to stay in the area, and what those spaces actually feel like day to day. Expanding capacity can speed up development in ways that are hard to undo, and those changes usually go beyond what is captured in traffic models. That side of the impact doesn't feel fully addressed here.<br><br>I also want to point out an issue with the public input process. The document says that public engagement is "paramount" , but verbal comments at the in-person hearing are not recorded for the official record. That makes it harder for people to meaningfully participate, especially if they are not able to submit written comments separately.<br><br>More broadly, this proposal leans heavily on roadway expansion as the solution. That approach tends to come with long-term tradeoffs, including induced demand and greater reliance on driving, without really solving congestion in a lasting way. It would be worth taking a harder look at alternatives that focus on reducing that dependence rather than reinforcing it.<br><br>For these reasons, I strongly encourage you to reconsider the proposed build alternative and more carefully evaluate options that address mobility while also considering long-term impacts on surrounding communities.<br><br>Thank you for your time and consideration.<br><br>Sincerely, |

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| **5/3/2026** | Sydney Dwoskin | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Sydney Dwoskin |

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| **3/19/2026** | Sydney Fuller | Please do not expand Mopac. Research has shown that expanded highways actually worsens traffic. Highway expansion also harms communities adjacent to the highway, often exacerbating social inequality. Instead, please invest in public transportation and pedestrian/bike friendly infrastructure. Public transportation and more bike lanes uses less energy than cars and releases fewer greenhouse gases, an urgent matter given the climate crisis. Traffic accidents are also extremely common and deadly. Public transportation leads to fewer traffic accidents. I hope this reasoning influences your decision, which would impact millions in the Austin area. Say no to Mopac expansion and yes to public transit, bike lanes, and pedestrian-friendly infrastructure. |
| **4/21/2026** | Sydney Hollaway | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration<br><br>ZILKER PARK IS THE HEART OF AUSTIN, right next to deep eddy, the historic spring fed pool with the greenbelt that is used by thousands of people PER DAY…. don't F with the heart of AUSTIN, she's so perfect as she is |

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| **4/21/2026** | Sydney Holloway | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>ZILKER PARK IS THE HEART OF AUSTIN, right next to deep eddy, the historic spring fed pool with the greenbelt that is used by thousands of people PER DAY…. don't F with the heart of AUSTIN, she's so perfect as she is |
| **4/28/2026** | Sydney Huffman | I am writing in opposition to the proposed MoPac expansion between Slaughter Lane and Enfield. While reducing commute times is a worthwhile goal, this project comes at a disproportionate cost to critical community assets and environmental resources. The Violet Crown Trail is one of South Austin's only safe, continuous, shared-use nature corridors. It serves not just as a recreational amenity, but as a vital active transportation route for residents of all ages. Disrupting access to this trail for an estimated seven years of construction would significantly impact public safety, mobility, and quality of life. Beyond access concerns, the proposed expansion raises serious environmental risks. The corridor lies within the Edwards Aquifer recharge zone, an area essential to the health of Barton Springs and the broader regional water system. Large-scale construction and increased roadway capacity threaten water quality, sensitive cave systems, and endangered species. These are not easily reversible impacts. The projected benefit—approximately five minutes of travel time savings for non-toll users during peak hours—does not justify the long-term environmental degradation and loss of public space access. At a minimum, this project should not proceed without a full Environmental Impact Statement that thoroughly evaluates risks to the aquifer, ecosystems, and public lands. Additionally, any consideration of moving forward must include binding commitments to preserve continuous access to the Violet Crown Trail and fully restore it to its current or better condition. Austin has previously recognized the importance of protecting these resources. I urge decision-makers to uphold that standard and reject this proposal in its current form. |

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| **4/21/2026** | Sydney Jansen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>However, if you understand the ecological impact of the original spaces, most people will actual vote against the expansion of Mopac entirely. No one wants nor needs this expansion.<br>The ecological toll will haunt us for centuries, but what I assume matters most to this committee is money. So, let me expound. You destroy the trails, you get no hikers, daytrippers, field trippers, etc. No one comes to Austin for its natural beauty, buys food or supplies around the local area. There will also be a decrease in species richness, so you get very little incentive for College of Natural Science and Geoengineering graduate students to come, receive EcoLab funding, landowners don't get tax cuts, students and professors no longer apply for grants to research here, the University no longer receives indirect funding, the University funding decreases dramatically, the campus suffers, few students see incentive to attend, the student-fed economy plummets, the football team starts to fail, no one comes for the games, and the economy suffers further.<br>Additionally, this project will impact the water table, and then no one will live here when there is no water.<br>Do you understand the cascading impacts of this deliberately cataclysmic plan?<br>Don't build this.<br>Thank you for your time and consideration. |

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| **4/29/2026** | sydney mantrom | This project is a mess. An easy way to solve just some of the MoPac clog would be to A) Stop taking notes from the oil companies and build more public transport and B) block the entrance from 360 to MoPac so there's not such a horrible traffic back up all the way to Ben White. You could also open up the express lane to be just a normal traffic route because it feels like the same waste of money that the tolls are over near the airport because the majority of traffic ends up avoiding the "fee"way entirely. Can you please find another method that doesn't further add environmental destruction to the Edward's Aquifer? What ever happened to Save our Springs? If I-35 is so bad you plan to divert traffic to yet another road, don't you think it will eventually turn into another I-35-like problem in the future? Plan for the next 100 years, not the next 10. If you really wanted to fix 35, you'd get together with whoever is charge of Texas interstates and make noise about the need for the 18 wheelers who aren't stopping in the city to go around. The proposed MoPac expansion endangers up to ten known habitats of the Barton Springs and Austin blind salamanders and threatens the Edwards Aquifer itself. Scientific dye-tracing and field studies by the City of Austin and the Barton Springs/Edwards Aquifer Conservation District show that pollution entering the aquifer in the Sunset Valley and Manchaca basins can reach Barton Springs in a matter of days, putting these irreplaceable waters and species directly in harm's way. :CITY OF AUSTIN, TEXAS= ORDINANCE NO. 920903- D AN ORDINANCE CODIFYING THE SOS ORDINANCE AS APPROVED BY THE QUALIFIED VOTERS OF THE CITY ON AUGUST 8, 1992; AMENDING THE AUSTIN CITY CODE OF 1992 TO EFFECTUATE SAID SOS ORDINANCE; WAIVING THE APPLICATION OF SECTIONS 2-2-3, 2-2-5, 2-2-7, AND 13-1-981 OF THE AUSTIN CITY CODE OF 1992; AND PROVIDING AN EFFECTIVE DATE. BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN: PART 1. Chapter 13-7 (Environmental Protection and Management) Article I (Water Quality) of the Austin City Code of 1992 is hereby amended to codify the SOS Ordinance by adding a new Division 5 to hereafter read as follows: Division 5. SOS ORDINANCE Sec. 13-7-36.1 TITLE AND PURPOSE (a) This Division, to be known as the SOS Ordinance, sets out special requirements for development of land in watersheds within the City's planning jurisdiction which contribute to Barton Springs. (b) Sections 13-7-36.3 through 13-7-36.13 codify the Save Our Springs Initiative Petition Ordinance as adopted by popular vote on August 8, 1992. Sec. 13-7-36.2 AMENDMENT This Division shall not be repealed or amended by City Council until two years after the effective date of the SOS Ordinance, August 10, 1992. Thereafter, this Division may be repealed or amended only by an affirmative vote of a three-quarters majority of the City Council. Sec. 13-7-36.3 DECLARATION OF INTENT The people of the City of Austin declare their intent to preserve a clean and safe drinking water supply, to prevent further degradation of the water quality in Barton Creek, Barton Springs, and die Barton Springs Edwards Aquifer, to provide for fair, consistent, and cost-effective administration of the City's watershed protection ordinances, and to promote the public health, safety, and welfare. The City of Austin recognizes that the Barton Springs Edwards Aquifer is more vulnerable to pollution from urban development than any other major groundwater supply in Texas, and that the measures set out in this ordinance are necessary to protect this irreplaceable natural resource. Sec. 13-7-36.4 POLLUTION PREVENTION REQUIRED (a) In the watersheds contributing to Barton Springs, no development nor any revision, extension, or amendment thereof, may be approved unless it is designed, carried out, and maintained on a site-by-site basis to meet the pollution prevention requirements set forth below for the life of the project. In order to prevent pollution, impervious cover for all such development shall be limited to a maximum of fifteen (15) percent in the entire recharge zone, twenty (20) percent of the contributing zone within the Barton Creek watershed, and twenty-five (25) percent in the remainder of the contributing zone. The impervious cover limits shall be calculated on a net site area basis. In addition, runoff from such development shall be managed through water quality controls and onsite pollution prevention and assimilation techniques so that no increases occur in the respective average annual loadings Page 1 of 22 :CITY OF AUSTIN, TEXAS: of total suspended solids, total phosphorus, total nitrogen, chemical oxygen demand, biochemical oxygen demand, total lead, cadmium, fecal coliform, fecal streptococci, volatile organic compounds, total organic carbon, pesticides, and herbicides from the site. For a given project, impervious cover shall be reduced if needed to assure compliance with these pollutant load restrictions. (b) Within the watersheds contributing to Barton Springs, Section 13-7-23 of the Land Development Code is amended so that in no event shall the boundary of the critical water quality zone be less than 200 feet from the centerline of a major waterway or be less than 400 feet from the centerline of the main channel of |

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| | | Barton Creek. No pollution control structure, or residential or commercial building, may be constructed in the critical water quality zone in these watersheds. Sec. 13-7-36.5 NO EXEMPTIONS, SPECIAL EXCEPTIONS, WAIVERS OR VARIANCES The requirements of this ordinance are not subject to the exemptions, special exceptions, waivers, or variances allowed by Article V of Chapter 13-2 of the Land Development Code. Adjustments to the application of this ordinance to a specific project may be granted only as set out in Section 13-7-36.8 below. Sec. 13-7-36.6 APPLICATION TO EXISTING TRACTS, PLATTED LOTS, AND PUBLIC SCHOOLS (a) This ordinance does not apply to development on a single platted lot or a single tract of land that is not required to be platted before development if: (1) the lot or tract existed on November 1, 1991, and (2) the development is either: (i) construction, renovation, additions to, repair, or development of a single-family, single-family attached, or a duplex structure used exclusively for residential purposes, and construction of improvements incidental to that residential use; or, (ii) development of a maximum of 8,000 square feet of impervious cover, including impervious cover existing before and after the development. (b) This ordinance does not apply to development of public primary or secondary educational facilities if the City and the school district enter into a development agreement approved by a three-quarters vote of the City Council protecting water quality pursuant to Section 13-2-502(o)(7) of the Land Development Code. Sec. 13-7-36.7 EXPIRATION OF PRIOR APPROVALS Within the watersheds contributing to Barton Springs, the following provisions shall govern the expiration of certain prior approvals: A. Previously Approved Preliminary Subdivision Plan: (a) Unless it has or will have expired sooner, a preliminary subdivision plan initially approved before the effective date of this ordinance expires one year after the effective date of this ordinance, or two years after its initial approval, whichever date is later, unless an application for final plat approval is filed before this expiration date and a final plat is approved no later than 180 days after filing. (b) No approved preliminary plan, and no portion of an approved preliminary plan, shall be valid or effective after the expiration date established by this part, or shall be Page 2 of 22 -CITY OF AUSTIN, TEXAS= extended, revised, or renewed to remain effective after the expiration date, except according to subpart C. B. Previously Approved Site Plan: (a) Unless it has or will have expired sooner, a site plan or phase or portion thereof initially approved before the effective date of this ordinance shall expire one year after the effective date of this ordinance, or three years after its initial approval, whichever date is later, unless: (1) an application is filed before this expiration date for building permits for all structures shown on the site plan or phase or portion thereof and designed for human occupancy, and the building permits are approved and remain valid and certificates of occupancy are issued no later than two years after this expiration date; or, (2) If no building permits are required to construct the structures shown on a site plan described in subpart (a), construction begins on all buildings shown on the site plan or portion or phase thereof before this expiration date, and the buildings are diligently constructed and completed, and certificates of compliance or certificates of occupancy are issued no later than two years after this expiration date. (b) No approved site plan, and no separate phase or portion of an approved site plan, shall be valid or effective after the expiration date established by this part, or shall be extended, revised, or renewed to remain effective after the expiration date, except according to subpart C. C. Approved Plans Which Comply: An approved preliminary subdivision plan, portion of a preliminary plan, approved site plan, or separate phase or portion of an approved site plan that complies with this ordinance or that is revised to comply with this ordinance does not expire under subpart A or subpart B and remains valid for the period otherwise established by law. Sec. 13-7-36.8 LIMITED ADJUSTMENT TO RESOLVE POSSIBLE CONFLICTS WITH OTHER LAWS (a) This ordinance is not intended to conflict with the United States Constitution or the Texas Constitution or to be inconsistent with federal or state statutes that may pre-empt a municipal ordinance or the Austin City Charter. (b) The terms of this ordinance shall be applied consistently and uniformly. If a three-quarters majority of the City Council concludes, or a court of competent jurisdiction renders a final judgment concluding, that this ordinance, as applied to a specific development project or proposal, violates a law described in subpart (a), then the City Council may, after a public hearing, adjust the application of this ordinance to that project to the minimum extent required to comply with the conflicting law. Any adjustment shall be structured to provide the maximum protection of water quality. Sec. 13-7-36.9 CONSTRUCTION OF ORDINANCE This ordinance is intended to be cumulative of other City ordinances. In case of irreconcilable conflict in the application to a specific development proposal between a provision of this ordinance and any other ordinance, the provision which provides |

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| | | stronger water quality Page 3 of 22 :CITY OF AUSTIN, TEXAS= controls on development shall govern. If a word or term used in this ordinance is defined in the Austin City Code of 1981, as that code was in effect on November 1, 1991, that word or term shall have the meaning established by the Austin City Code of 1981 in effect on that date, unless modified in this ordinance. Sec. 13-7-36.10 REDUCE RISK OF ACCIDENTAL CONTAMINATION Within one year of the effective date of this ordinance the City of Austin Environmental and Conservation Services Department shall complete a study, with citizen input, assessing the nsk of accidental contamination by toxic or hazardous materials of the Barton Springs Edwards Aquifer and other streams within the City of Austin and its extraterritorial jurisdiction. The assessment shall inventory the current and possible future use and transportation of toxic and hazardous materials in and through Austin, and shall make recommendations for City actions to reduce the risk of accidental contamination of the Barton Springs Edwards Aquifer and of other water bodies. Within 60 days of completion of the study, and following a public hearing the City Council shall take such actions deemed necessary to minimize nsk of accidental contamination of city waters by hazardous or toxic materials. Sec. 13-7-36.11 EFFICIENT AND COST-EFFECTIVE WATER QUALITY PROTECTION MEASURES In carrying out City of Austin efforts to reduce or remedy runoff pollution from currently developed areas or to prevent runoff pollution from currently developed or developing areas, the City Council shall assure that funds for remedial, retrofit or runoff pollution prevention measures shall be spent so as to achieve the maximum water quality benefit, and shall assure that the need for future retrofit is avoided whenever feasible. Sec. 13-7-36.12 SEVERABILTIY If any provision, section, subsection, sentence, clause, or phrase of this ordinance, or the application of the same to any person, property, or set of circumstances is for any reason held to be unconstitutional, void, or otherwise invalid, the validity of the remaining portions of this ordinance shall not be affected by that invalidity; and all provisions of this ordinance are severable for that purpose. Sec. 13-7-36.13 ADOPTION OF WATER QUALITY MEASURES fa) The adoption of this ordinance is not intended to preclude the adoption at any time, by a majority vote of the City Council of stricter water quality requirements upon development in the watersheds contributing to Barton Springs or of further measures to restore and protect water quality. PART 2. The Austin City Code of 1992 is hereby amended to effectuate the SOS Ordinance as follows: m Amend the title of Chapter 13-1 Article V (Appeals, Variances, and Special Exceptions); and the title of Chapter 13-1 Article V, Division 3 (Special Exceptions) to read as follows: ARTICLE V. APPEALS, VARIANCES, SPECIAL EXCEPTIONS, AND ADJUSTMENTS DIVISION 3. SPECIAL EXCEPTIONS AND ADJUSTMENTS Page 4 of 22 ^CITY OF AUSTIN, TEXAS= [2] Add new Sections 13-1-304 and 13-1-305 to read as follows: Sec. 13-1-304 APPLICATION FOR ADJUSTMENT (a) An application for an adjustment authorized by the Land Development Code shall be considered only in connection with the review of a site plan or subdivision. (b) An application for an adjustment shall be submitted to the Director on a form provided by the Director and shall be considered only in connection with the review of a specific development project or proposal in the Barton Springs Zone, (c) An application for an adjustment shall include: (1) the name and address of the applicant and owner; (2) the address and legal description of the property in which the specific development project or proposal is located; (3) adequate proof that the applicant is either the owner of record or the authorized agent of the owner; (4) a review fee, as established by ordinance; (5) the specific section(s) of the Land Development Code which, as applied to the development project or proposal, the applicant asserts violate(s) the United States Constitution, the Texas Constitution, federal or state statutes; (6) the specific provision^) of the United States Constitution, the Texas Constitution, federal or state statutes which the applicant asserts are violated by application of the Land Development Code to the development project or proposal; (7) a statement including a complete factual basis supporting applicant's assertions; (8) a legal brief supporting applicant's assertions; and, (9) the specific adjustment requested, along with an explanation of how the requested adjustment is limited to the minimum extent required to comply with the conflicting law, and how it provides the maximum protection of water quality. Sec. 13-1-305 CONSIDERATION OF AN APPLICATION FOR ADJUSTMENT An application for adjustment is considered in accordance with a two phase process, as hereinafter described: (a) PHASE ONE: (1) The applicant submits a complete application for adjustment to the Director, as set forth in Section 13-1-304. (2) The application for adjustment is reviewed by the Law Department. (3) The application for adjustment, along with the recommendation of the City Manager is presented to the City Council to determine whether application to Page 5 of 22 - |

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| | | CITY OF AUSTIN, TEXAS= the applicant's development project or proposal of the SOS Ordinance in Chapter 13-7, Article I, Division 5 violates the United States Constitution, the Texas Constitution, federal or state statutes. An affirmative determination must be supported by a three-quarters majority vote of the City Council. (4) If an affirmative determination is made in accordance with subsection (a) (3) above, the application moves forward to Phase Two, if not, the application for adjustment is denied. (b) PHASE TWO: (1) The application for adjustment is reviewed by the Environmental and Conservation Services Department. (2) The application for adjustment, along with the recommendation of the City Manager is presented to the City Council at a public hearing. After the^ public hearing, the City Council determines the minimum adjustment required to comply'with the conflicting law and provide maximum protection of water quality, and grants such adjustment to the applicant. [3] Add a new Section 13-1-615.1 to read as follows: Sec. 13-1-615.1 EXPIRATION OF SITE PLAN IN THE BARTON SPRINGS ZONE Subject to the provisions in Section 13-7-36.8(a) regarding consistency with state and federal law, expiration of approved site plans in the Barton Springs Zone is governed by Section 13-7-36.7. [4] Amend Section 13-1-489 (Expiration of Approved Preliminary Plan) to hereafter read as follows: Sec. 13-1-489 EXPIRATION OF APPROVED PRELIMINARY PLAN (a) Approval of a preliminary plan expires unless an application for final plat approval for all or a portion of the preliminary plan is filed no later than two years after the date it was approved and a final plat is approved. (b) Except in the Barton Springs Zone, the Commission, for good cause, may grant a single one year extension to the deadline established by subsection (a) if requested by the applicant before the preliminary plan has expired. (c) Subject to the provisions in Section 13-7-36.8(a) regarding consistency with state and federal law, expiration of approved preliminary plans in the Barton Springs Zone is governed by Section 13-7-36.7. [5] Amend Section 13-2-502 (Exemptions) to hereafter read as follows: Sec. 13-2-502 EXEMPTIONS (a) This Article shall not apply to watersheds defined as Urban; development in the Urban Watersheds, however, is subject to all the requirements of the Town Lake Critical Water Quality Zone. Additionally, all commercial and multifamily development within 500 feet of the 429.0 foot contour of Town Lake must provide water quality controls in accordance with Sec. 13-7-18. Page 6 of 22 -CITY OF AUSTIN, TEXAS= (b) Except as provided in subsections (c), (d) and (e), this Article shall not apply to any development for which: (1) a preliminary plan, final plat, site development permit, Travis County development permit, zoning site plan, planned unit development, planned development agreement, or development phasing agreement was approved by the applicable governmental authority, before May 18, 1986; (2) a land use plan for an out-of-City MUD was approved by the City Council after a public hearing which occurred before May 18, 1986; or, (3) a land use plan with permanent zoning for an in-City MUD was approved by the City Council before May 18, 1986. (c) This Article shall apply to subdivisions and site developments that were approved before May 18, 1986, and propose to withdraw water from the South Edwards Aquifer, and propose residential development other than single-family, with a maximum density of two units per acre. (d) Development otherwise exempt under subsection (b) loses its exemption unless, before May 18, 1991, the development: (1) has or obtains a site development permit or building permit; (2) has or obtains an approved final plat for at least 50% of the land area of the development shown on the preliminary plan; or, (3) has or obtains permanent zoning tied to a site |

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| **4/27/2026** | Sydney Mantrom | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Sydney Michael | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Sydney Michael |
| **5/3/2026** | Sydney Michael | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Sydney Michael |

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| **4/21/2026** | Sydney Mike-Mayer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | Sydney S | I oppose expanding MoPac South for environmental concerns, damage to our beautiful city, and the overall proven inefficiency of expanding highways. First, I want to see a full, comprehensive Environmental Impact Statement so that citizen can understand the damage this will cause to the surrounding natural areas (specifically Barton Springs). Second, I have lived through the past six years of construction on 183, and I am sick of the constant, never-ending, and expensive construction in Austin. It has doubled my commute, increased my frustration on the highway, and ultimately seems pointless. Expanding highways and adding more lanes does not help traffic--it's easy to see how it hasn't improved roadways in cities like Houston, Dallas, and Los Angeles. Additionally, I've seen it firsthand in the increased traffic on 183 for the past six years with unfamiliar and unintuitive traffic pattern changes. I've lived in Texas my entire life, I know highway construction never goes according to schedule. (I reiterate, the 183 express lane has been under construction for six years. And the I-35 construction is a permanent fixture in the state.) The traffic this creates overshadows any potential benefit another few lanes would add to MoPac.<br><br>Austin is growing, but it doesn't have to grow like the sprawling, inhospitable concrete jungles in the DFW metroplex and Houston. Other more environmentally friendly, human-centered, less expensive, and less invasive options exist. The city should put its funding toward developing a bike and pedestrian network, and to fixing the worsening housing problems in the city. Austin is a beautiful, unique city. It's why I moved here eight years ago, and why I've stayed. Don't Dallas, Houston, or Los Angeles my Austin. |

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| **4/22/2026** | Sydney Vragel | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **4/22/2026** | Sydney Vragel | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Carmen Gioia |

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| **4/22/2026** | Sydney Vragel | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/7/2026** | Sylvia Moore | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Sylvia Moore |

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| **4/23/2026** | Sylvie Phillips | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Sylvie Phillips |

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| **4/21/2026** | Syndey Jansen | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>However, if you understand the ecological impact of the original spaces, most people will actual vote against the expansion of Mopac entirely. No one wants nor needs this expansion.<br>The ecological toll will haunt us for centuries, but what I assume matters most to this committee is money. So, let me expound. You destroy the trails, you get no hikers, daytrippers, field trippers, etc. No one comes to Austin for its natural beauty, buys food or supplies around the local area. There will also be a decrease in species richness, so you get very little incentive for College of Natural Science and Geoengineering graduate students to come, receive EcoLab funding, landowners don't get tax cuts, students and professors no longer apply for grants to research here, the University no longer receives indirect funding, the University funding decreases dramatically, the campus suffers, few students see incentive to attend, the student-fed economy plummets, the football team starts to fail, no one comes for the games, and the economy suffers further.<br>Additionally, this project will impact the water table, and then no one will live here when there is no water.<br>Do you understand the cascading impacts of this deliberately cataclysmic plan?<br>Don't build this.<br><br>Thank you for your time and consideration. |

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| **4/20/2026** | Tahnee Sauer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Tai Hallstein | I do not want a wider highway. It is not necessary and it's crazy to think we'd have more highway construction along with the I35 expansion. I would like more bike lanes, investment in hiking trails, or turn an existing lane into a carpool lane. We do not need more highway expansion! |

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| **3/16/2026** | Taki Afsaneh | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Afsaneh Taki |
| **5/3/2026** | Takuma Katagiri | this mopac project would destroy what's special about Austin. barton and zilker areas are the crown jewel of austin. we must protect what is. |

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| **5/3/2026** | Takuma Katagiri | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Takuma Katagiri |

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| **5/3/2026** | Talitha Durgin | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Talitha Durgin |
| **5/3/2026** | Talullah McColgin | I would like to voice opposition to the MoPac expansion project. This project comes a time when our hometown is already stressed by drought, pollution, overdevelopment, and not to mention the concurrent I-35 expansion that will significantly affect traffic in the city. Disrupting Austin's two major North/South arteries will make navigating the city very difficult in the foreseeable future. This project will significantly effect the most important recreational and environmental spaces in Austin: Zilker Park and Barton springs. People come to Austin to visit our parks. We have something unique, and this project would permanently change the look of the landscape and the way people can expirience it. The addition of huge sound barriers would disrupt the historic and charming feel of the parks and surrounding neighborhoods. The Edwards aquifer is our lifeblood. It's home to many important species, such as the Texas Blind Salamander, which has been endangered since 1967. Additionally, the aquifer provides drinking water for 1.5 million people in Central and South Texas. The proposed Expansion would be built over the Edwards Aquifer Recharge Zone, where water flows directly into the aquifer through karst limestone formations. The addition of more impervious cover over this important ecological site would funnel contaminates into the aquifer via increased runoff. The construction of the highway has a high chance of disrupting a fragile underground ecosystem, potentially infilling the porous caves below. The CTRMA says that if MoPac is expanded, by the year 2045, drivers in non-toll northbound lanes will save four minutes travelling from Slaughter Lane to Cesar Chavez, and five minutes in the opposite direction (during rush hour). Spending 825 million dollars to save five minutes twenty years down the road is ridiculous. These funds could be used instead to better Austin's public transportation, or to protect the natural spaces that make our city beautiful. |

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| **5/3/2026** | Talullah McColgin | Dear CTRMA Board Members, I would like to voice opposition to the MoPac expansion project. This project comes a time when our hometown is already stressed by drought, pollution, overdevelopment, and not to mention the concurrent I-35 expansion that will significantly affect traffic in the city. Disrupting Austin's two major North/South arteries will make navigating the city very difficult in the foreseeable future.  This project will significantly effect the most important recreational and environmental spaces in Austin: Zilker Park and Barton springs. People come to Austin to visit our parks. We have something unique, and this project would permanently change the look of the landscape and the way people can expirience it. The addition of huge sound barriers would disrupt the historic and charming feel of the parks and surrounding neighborhoods. The Edwards aquifer is our lifeblood.  It's home to many important species, such as the Texas Blind Salamander, which has been endangered since 1967. Additionally, the aquifer provides drinking water for 1.5 million people in Central and South Texas. The proposed Expansion would be built over the Edwards Aquifer Recharge Zone, where water flows directly into the aquifer through karst limestone formations. The addition of more impervious cover over this important ecological site would funnel contaminates into the aquifer via increased runoff. The construction of the highway has a high chance of disrupting a fragile underground ecosystem, potentially infilling the porous caves below. The CTRMA says that if MoPac is expanded, by the year 2045, drivers in non-toll northbound lanes will save four minutes travelling from Slaughter Lane to Cesar Chavez, and five minutes in the opposite direction (during rush hour).  Spending 825 million dollars to save five minutes twenty years down the road is ridiculous. These funds could be used instead to better Austin's public transportation, or to protect the natural spaces that make our city beautiful.   Sincerely, Talullah McColgin |
| **5/3/2026** | Talullah McColgin | Dear CTRMA Board Members, I would like to voice opposition to the MoPac expansion project. This project comes a time when our hometown is already stressed by drought, pollution, overdevelopment, and not to mention the concurrent I-35 expansion that will significantly affect traffic in the city. Disrupting Austin's two major North/South arteries will make navigating the city very difficult in the foreseeable future.  This project will significantly effect the most important recreational and environmental spaces in Austin: Zilker Park and Barton springs. People come to Austin to visit our parks. We have something unique, and this project would permanently change the look of the landscape and the way people can expirience it. The addition of huge sound barriers would disrupt the historic and charming feel of the parks and surrounding neighborhoods. The Edwards aquifer is our lifeblood.  It's home to many important species, such as the Texas Blind Salamander, which has been endangered since 1967. Additionally, the aquifer provides drinking water for 1.5 million people in Central and South Texas. The proposed Expansion would be built over the Edwards Aquifer Recharge Zone, where water flows directly into the aquifer through karst limestone formations. The addition of more impervious cover over this important ecological site would funnel contaminates into the aquifer via increased runoff. The construction of the highway has a high chance of disrupting a fragile underground ecosystem, potentially infilling the porous caves below. The CTRMA says that if MoPac is expanded, by the year 2045, drivers in non-toll northbound lanes will save four minutes travelling from Slaughter Lane to Cesar Chavez, and five minutes in the opposite direction (during rush hour).  Spending 825 million dollars to save five minutes twenty years down the road is ridiculous. These funds could be used instead to better Austin's public transportation, or to protect the natural spaces that make our city beautiful.   Sincerely, Talullah McColgin |

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| **5/3/2026** | Talullah McColgin | Dear CTRMA Board Members, I would like to voice opposition to the MoPac expansion project. This project comes a time when our hometown is already stressed by drought, pollution, overdevelopment, and not to mention the concurrent I-35 expansion that will significantly affect traffic in the city. Disrupting Austin's two major North/South arteries will make navigating the city very difficult in the foreseeable future.  This project will significantly effect the most important recreational and environmental spaces in Austin: Zilker Park and Barton springs. People come to Austin to visit our parks. We have something unique, and this project would permanently change the look of the landscape and the way people can expirience it. The addition of huge sound barriers would disrupt the historic and charming feel of the parks and surrounding neighborhoods. The Edwards aquifer is our lifeblood.  It's home to many important species, such as the Texas Blind Salamander, which has been endangered since 1967. Additionally, the aquifer provides drinking water for 1.5 million people in Central and South Texas. The proposed Expansion would be built over the Edwards Aquifer Recharge Zone, where water flows directly into the aquifer through karst limestone formations. The addition of more impervious cover over this important ecological site would funnel contaminates into the aquifer via increased runoff. The construction of the highway has a high chance of disrupting a fragile underground ecosystem, potentially infilling the porous caves below. The CTRMA says that if MoPac is expanded, by the year 2045, drivers in non-toll northbound lanes will save four minutes travelling from Slaughter Lane to Cesar Chavez, and five minutes in the opposite direction (during rush hour).  Spending 825 million dollars to save five minutes twenty years down the road is ridiculous. These funds could be used instead to better Austin's public transportation, or to protect the natural spaces that make our city beautiful.   Sincerely, Talullah McColgin |

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| **4/27/2026** | Tamara Engle | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Tamara Engle |

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| **4/16/2026** | Tami Esson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/16/2026** | Tami Esson | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Tami Esson |

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| **5/3/2026** | Tammie Snider | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Tammie Snider |
| **4/20/2026** | Tammy Knezevich | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Tammy Nordan Nordan | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Tammy Nordan Nordan |

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| **4/20/2026** | Tammy Sajak | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Tammy Sajak |

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| **5/3/2026** | Tammy West | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Paul Oeste |

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| **4/22/2026** | Tammy Zientek | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Tammy Zientek |

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| **4/20/2026** | Tangee Veloso | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Tangee Veloso |

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| **5/3/2026** | Tangee Veloso | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Tangee Veloso |

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| **4/21/2026** | Tania Breton | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **3/13/2026** | Tania Roa | I regularly attend Festival Beach Food Forest's programs, and am heartbroken to know this space has been negatively impacted by the expansion of I-35 despite the nonprofit having close ties with the city and TXDot. I implore TXDot and community members to ensure local nonprofits protecting green spaces are made aware of future plans and can have sufficient time to provide feedback. |

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| **4/20/2026** | Tania Roa | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Austin is known for its beautiful outdoors, greenery, and urban wildlife. To maintain the city's incredible reputation, these mitigation requests ought to be considered.<br>Thank you. |
| **4/6/2026** | Tanner | Leave the aquifer alone you soulless monsters |
| **5/3/2026** | Tanner Walsh | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Tanner Walsh |

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| **4/24/2026** | Tanya Payne | Dear CTRMA Board Members,<br><br>It feels like CTRMA has a death wish. Water from Edward's Aquifer is critical for life in Central Texas and yet you guys are acting like it's a nice to have by putting big roads and all their accompanying polution over the Edwards Aquifer Recharge Zone without doing due dilligence.<br><br>And for what? To save 5 minutes on a freeway 10 years from now? Is that worth the risk? To me, it is not.<br><br>I encourage you to consider if this is the legacy you want to leave. You are signing your name to a very dangerous project that hasn't gone through a full environmental impact study. Will you be proud of that decision in the future?<br><br>Please require that the MoPac South Expansion project does a full envrionmental impact study, including health and community considerations, before allowing the project to continue. It's the right thing to do.<br><br>Sincerely,<br><br>Tanya Payne |

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| **4/21/2026** | Tanya Zal | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br>Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br>Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br>Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br>Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br>Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.<br><br>Sincerely,<br><br>Tanya Zal |

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| | | Sincerely,<br><br>Tanya Zal |

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| **4/25/2026** | Tara Bonner | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Tara Boostrom | Do not expand Mopac toll roads and ruin Barton springs. |
| **4/21/2026** | Tara Bowman | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/25/2026** | Tara Connolly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | tara Griffin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Tara Mccall | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Tara Mccall |
| **5/3/2026** | Tara McCarthy | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/12/2026** | Tara Oram | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Tara Oram |

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| **4/23/2026** | Tara Parker | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Tara Parker |

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| **5/3/2026** | Tara Reynolds | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Tara Reynolds |
| **4/20/2026** | Tara Robinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Tara Senn | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Tara Senn | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Tara Vaughn | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Tara Vaughn |
| **5/3/2026** | Taraney | I don't want to see Mopac expanded. As a daily driver it is perfect as is. |
| **5/3/2026** | Taren Hodges | Our water is infinitely more important to the wellbeing and prosperity of Texas than toll roads. This is a BAD investment for Texas. NO TOLLS IN THE WATERSHED. |
| **3/20/2026** | Tarran Mohan | Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. Instead, we must focus on initiatives that prioritize-people oriented transit; large pedestrian-bike paths that run along the project's length, conversion of highway lanes into transit lanes, and further investment into public transit, bike infrastructure, and walkability. |

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| **4/29/2026** | Tarran Mohan | Good afternoon,<br><br>My name is Tarran Mohan, and I am a student at UT Austin. I am writing as a constituent concerned with the expansion of the MoPac expressway. As someone who regularly uses the existing bike and pedestrian networks that exist in Austin, I would love to see them upgraded and expanded, alongside a widespread public transit network that would connect all residents of Austin to those amazing facilities. The benefit to the greater public far outweighs any seconds purported to be saved by a road expansion, especially in terms of environmental impact. I would like to see a comprehensive Environmental Impact Survey, rather than any surface-level, incomplete Environmental Assessment. I also oppose the toll road - these are flat-rate, regressive taxes that only serve to add an extra cost to already economically vulnerable Austinites. These are harmful developments that only serve to further drive a wedge between the downtown and the rest of the city. As someone who does not own a car, and probably never will alongside many others that share in a fear of driving due to the constant risk of accidents (which only augment with more cars on the road!), I would greatly funds going towards better, more widespread bus service, regional rail service, and much more widespread bicycle infrastructure.<br><br>I hope you will take these comments into consideration when making this decision.<br><br>Thank you very much,<br><br>Tarran |

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| **5/3/2026** | Taryn Lavery | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Taryn Lavery |
| **3/16/2026** | Taryn Quinlivan | a highway expansion at the expense of the environment is ridiculous. I grew up in austin and I have been inspired by the environmental preservation and consideration I saw happening in my city, and now that Austin is letting all these tech companies in the environmental push is less and less. If we continue to industrialize austin it is going to lose its spunk and beautiful green spaces that used to be the identifying mark. Please keep my city green and keep austin weird. people can deal with the traffic. patience is an important lesson to learn. |

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| **4/22/2026** | Tasha Auman | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Tasha Auman |

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| **4/22/2026** | Tasha Auman | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Tasha Auman |

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| **5/3/2026** | Tasha Barnes | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Tasha Barnes |

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| **5/3/2026** | Tasha Barnes | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Tasha Barnes |
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| **5/3/2026** | Tasha Barnes | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Tasha Barnes |

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| **5/3/2026** | Tasnia Bari | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to believe given the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Tasnia Bari |

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| **4/24/2026** | Tatum Batman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Tau, Jocelyn | ATTN: MoPac South, 3300 N. IH-35, Suite 300, Austin, TX 78705<br><br>Please see the attached official comment from Congressman Lloyd Doggett.<br><br><<Attachment>> |

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| **4/28/2026** | Tayler Simms | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Taylor Albritton | I am PRO this project. We should always be expanding. It's a good problem to have. Just be thorough in protecting the environment and try to set some money aside to fund public transportation at the same time. |
| **4/21/2026** | Taylor Ambrose | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Taylor Ambrose | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | Taylor Blount | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Taylor Boudreaux | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. 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Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| **4/6/2026** | Taylor Cannetti | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Taylor Cannetti |
| **5/3/2026** | Taylor Griffin | Please do not expand Mopac! |

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| **4/23/2026** | Taylor Harrison | This construction project is unacceptable — and it needs to stop until we have real answers. The current plan does not solve our transportation problems. It makes them worse. Redirecting toll lane traffic near Austin High School is a safety crisis waiting to happen. Young drivers will be put in danger, and that is not a risk this community should be asked to accept. Before a single shovel hits the ground, we demand a comprehensive traffic study that reflects how Austinites actually use this space. And the health consequences cannot be ignored. Children play and compete in sports in this area. Chronic exposure to traffic particulates causes lasting respiratory damage. We are talking about lifelong health impacts on kids — and that demands more than a footnote in a planning document. The environmental stakes are equally alarming. Scientists are clear: water shortages will be severe in the coming decades. Groundwater is not a luxury — it is a lifeline, for people and for the ecosystems that depend on it. Damage those systems, and the consequences ripple outward in ways we cannot easily reverse. This body has a responsibility to make decisions backed by evidence and guided by the long-term wellbeing of this community. That standard has not been met. We are asking you to go back, get the data, and do this right. |
| **5/3/2026** | Taylor Jansen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Taylor Ramage | <no comment provided> |
| **4/20/2026** | Taylor Reilly | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Taylor Rushing | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Taylor Ruthven | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Taylor Ruthven |

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| **4/26/2026** | Taylor Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Best,<br>Taylor Smith |
| **4/29/2026** | Taylor Steed | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |

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| **4/27/2026** | Taylor Stevens | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Taylor Stevens |
| **4/27/2026** | Taylor Stevens | DO NOT EXPAND!!!! |

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| **4/20/2026** | Taylor Sullivan | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Taylor Sutherland | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Taylor Sutherland |
| **5/3/2026** | Taylor Sutherland. | Hi, my name is Taylor Sutherland. I am a resident of Travis County. I am callingout of concern for the Milpac bridge expansion, but I understand there'salready an assessment that there's going to be some environmental impact. I wouldlike for there to be a more significant environmental impact assessment. Ito the actual impacts of the harm and require, like, proposed mitigation strategies.I think all of that should be done before they move forward with any kind of expansionthat could harm our screens and our off-offer.Thank you.Bye. |

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| **4/28/2026** | Taylor Swinford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Taylor Terrazas | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Taylor Terrazas |
| **4/27/2026** | Taylor W Johnson | Our natural spaces and the plants and animals within them are a huge part of what makes Austin a great place to live, and they need to be protected. When our natural environment, and especially our waterways, are paved over, redirected, and/or destroyed, we threaten the ecosystem that sustains us. I do NOT want a highway expansion if it means a threat to the Barton Springs aquifer and demand a proper environmental impact analysis be completed so that the community may be aware and subsequently make an informed decision regarding this highway expansion. |

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| **4/20/2026** | Tayo Ezekoye | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>As a civil engineer, I know firsthand how infrastructure projects can affect the ecosystem both negatively and beneficially, and I think we can work around some of the fears and concerns that Austin citizens have by implementing some of these measures.<br>Thank you for your time and consideration. |
| **4/28/2026** | Teagan Kafer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Ted Meredith | This whole project is dumb & bad — particularly the proposal to connect mopac to I-35. But the entire premise that more lanes reduce traffic has been proven false time & time again. We want a future with fewer roads not more, and the plan to wreck the most vulnerable area of Austin for upward of ten years for the empty promise of 5 minutes saved on a commute is insulting. Stick to managing your other terrible useless toll roads and leave my neighborhood alone. |

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| **4/16/2026** | Ted Siff | To whom it may concern:<br><br>I support Zilker351's requests <https://drive.google.com/file/d/1xKCN85N84jOFR46AP3R39kn5eSHLxTq-/view?usp=sharing> for this project. They are reasonable and will benefit the community.<br><br>Thanks for your consideration.<br><br>Ted Siff, Principal<br><br>Creating Common Ground |
| **4/20/2026** | Ted Siff | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>Ted Siff, Principal<br>Creating Common Ground |
| **4/16/2026** | Ted Siff | I support Zilker351's request of you on the MoPac So project. I share it here: https://drive.google.com/file/d/1xKCN85N84jOFR46AP3R39kn5eSHLxTq-/view?usp=sharing |

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| **4/21/2026** | Ted Whatley | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Terance Robson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Terance Robson |

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| **4/23/2026** | Terance Robson | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Terance Robson |

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| **4/29/2026** | Teresa Anderson | Since TxDOT only expends on vehicles, instead of trains, buses, etc. has been terrible for our Austin zone. Currently, the I-35 expended lanes has been more crazy HIGHER CRASH RISK <https://www.google.com/search?q=Why+is+I-35+Austin+tx+has+more+accidents&oq=Why+is+I-35+Austin+tx+has+more+accidents&gs_lcrp=EgZjaHJvbWUyBggAEEUYOTIHCAEQIRigATIHCAIQIRiPAjIHCAMQIRiPAtIBCTIxNDczajBqN6gCALACAA&sourceid=chrome&ie=UTF-8#fpstate=ive&vld=cid:6ba677b7,vid:Tl2gCuAjoEA,st:216> !!!<br><br>Those people at TxDOT have never been to other countries that have great options that you do not have to have a vehicle.<br><br>I've been hit with one of my bike and one on my motor scooter and APD DID NOTHING which is stupid!!<br><br>TxDOT at 51st street rollover at I-35 have not fixed the pedestrian tower light and it is terrible to try to walk over that place with the lights that drivers do not pay attention and next time I'll have to bring a rocks to throw at them.<br><br>* I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>* I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA)<br><br>* Most of all, tell YOUR story about how highway-centric planning impacts your life, how expanding MoPac would impact you, and your vision of a more positive future<br><br>MOPAC SOUTH EXPANSION: THE FACTS<br><br>* The project proposes to expand 8+ miles of MoPac between Slaughter Ln & Enfield Rd (CTRMA incorrectly states the project only extends to Cesar Chavez St)<br><br>* The project proposes adding two toll lanes in each direction in addition to flyovers and numerous other lanes - some sections would see increases of 6-8 lanes (CTRMA does not mention these extra non-tolled lanes)<br><br>* Despite proposing to add 100+ acres of new pavement in an environmentally-sensitive area, CTRMA claims there will be no significant environmental impacts |

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| **4/30/2026** | Teresa Becker | I have read many comments regarding the environmental impact; more concrete, neighborhood noise and threats to businesses, especially small businesses in the area and surrounding areas. And all of these factors come down to our future, our quality of life, our livelihood, recreation, enjoyment of facilities, our own backyards, quaint little businesses and our favorite restaurants, and the biggie - the environmental impact! Look at Oak Hill as a prime example of what a monstrosity the South MoPac project could adversely affect. I don't live in the area where the project is being proposed. I don't work there, but I do enjoy hanging out and the ease of local streets to get to/from where I am going. We do not need more freeways, expressways, flyovers, etc. Unsightly, unhealthy, unnecessary. If those who govern and those who are governed could collectively come together to agree to tackle the big issue of how central Texas can continue to grow without addressing the water situation rather than building a new extension to MoPac then we would all be better served. Maybe it's not "your department", but maybe it is. It's all of ours. Please, I implore you, take this project off the table and let's work on something vitally important to the well being of us all. |
| **5/3/2026** | Teresa Carpenter | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Teresa Carpenter |

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| **4/24/2026** | Teresa Finley | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Teresa Finley |

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| **5/1/2026** | Teresa Giron | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Teresa Luna | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Teresa Luna | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Teresa Pumps | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Teresa Phillips |
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| **5/3/2026** | Teresa recar | Concerned citizen opposed to this project |
| **3/23/2026** | Teri Adams | The environmental cost is too high. It feels like this is being done to justify the existence of TXDOT, not because of logic or reason. Figure something else out. If we poison our well nothing else will matter. |
| **5/3/2026** | Terra McGuire | as proven by research and analysis of similar projects, expanding roadways does not result in a reduction of traffic congestion. Our city would benefit from using these funds to assist the unhoused and beautify spaces to reduce crime. Our waterways need protection and pollution management. This is not a good use of funds. |

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| **5/3/2026** | Terri Hall | Comments submitted by:<br><br>Terri Hall<br><br>Founder/Executive Director<br><br>Texans Uniting for Reform and Freedom<br><br>317 Sidney Baker St. S., #400-308<br><br>Kerrville, TX 78028<br><br>(210) 275-0640<br><br>www.TexasTURF.org<br><br>Please accept these public comments for submission regarding the MoPAC South Tolled Express Lane project on behalf of the thousands of anti-toll supporters we represent across the state of Texas.<br><br>First, Gov. Greg Abbott promised the people of Texas in 2014 when he ran for office, once again when he took office in 2015 when announcing his Texas Clear Lanes initiative, and repeatedly since being in office (including by the Chair of the Transportation Commission who reiterated such to contractors, MPOs, and policymakers), that his highway department was going to fix Texas roads without new fees, taxes or tolls. ANY added toll lanes since 2014 would be a breach in trust with the voters who elected Gov. Abbott.<br><br>Second, the current MoPAC express toll lanes have been underperforming for the last two years. This is an indication that cost and affordability in Austin continues to negatively affect residents and commuters' ability to pay extra to get to work. You don't have a 'choice' if you simply cannot afford to pay a toll - you don't have the option when you can't afford it. So you leave out those of modest incomes and low incomes from the benefits of expanding the highway in this corridor. They'll be stuck in the congested non-toll lanes with NO relief. Therefore, any added capacity to this corridor MUST BE NON-TOLL.<br><br>Third, as we've also seen with similar transportation projects, like DART, merely extending the service area of a project |

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| | | DOES NOT EQUAL MORE RIDERS. The thinking is you'll attract or capture more commuters to pay the toll if it goes further, captureing longer trips or new areas of commuters. Having to pay a toll for more miles is NOT the answer to getting more riders. Eliminating that extra cost is. General purpose lanes open to ALL traffic consistently carries more traffic, more efficiently, and at higher speeds than express toll lanes in the middle of a highway where high speed cars in the middle of a corridor have to cross into lanes and navigate/mix with low speed cars to get into and out of toll lanes and to and from exits, interrupting the free flow of traffic in both the toll lanes and the non-toll lanes.<br><br>We strongly urge that ANY expansion of lanes in this corridor be non-tolled only. With skyrocketing and persistently high gas prices hurting every day working families in Texas, as well as businesses both large and small, a multi-million highway expansion that's tolled will not carry the needed traffic or solve the congestion in this corridor as well as general purpose lanes open to all cars regardless of economic status. Gov. Abbott needs to keep his promises to the voters and taxpayers of Texas to fix our roads without more TOLL taxes! |

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| **5/3/2026** | Terri Siegenthaler | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Theresa Siegenthaler |

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| **4/21/2026** | Terry Henry | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Terry Henry |

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| **3/26/2026** | Terry Karasewich | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Terry Karasewich |
| **4/22/2026** | terry ross | I am not in favor of mopac south toll expansion lanes due to the impact on the environmentally sensitive recharge zone along a 9 mile stretch of the proposed project.  expansion would do irreparable harm to the cave systems below |

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| **4/20/2026** | Tess James | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Tess Mansfield | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Tess Mansfield |
| **4/21/2026** | Thadeus Ashmore | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Thao Huynh | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **5/2/2026** | Thatcher Fernandes | I am born and raised in Austin since 1998. There are a few things in Austin that inspire me every time I see them. The Texas Capitol, The Greenbelt, and Barton Springs in no particular order. I wish for every Texas resident to be able to experience these places when they are at their best, the same way I got to. This starts with respecting our countryside. I agree that growth is happening and we need reliable transportation but this project in it's current scope is excessive. It encourages unchecked sprawl that is currently having negative impacts on the Texas Hill Country. I believe that a few extra minutes spent on Mopac in 2045 will be worth it we do everything in our power to protect some of the last truly beautiful locations in Austin. Central Texas highways will always be congested whether or not we build. |

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| **5/1/2026** | Theana Snyder | I think there needs to be more study of the environmental impacts of this project. |
| **3/28/2026** | Theo Clemmons | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Theo Clemons |

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| **3/28/2026** | Theo Clemmons | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br>Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br>Tree removal and vegetation loss eliminate natural filtration.<br>Warmer runoff will reduce oxygen in streams and promote algae blooms.<br>Karst features and caves supporting unique ecosystems will be destroyed.<br>Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Theo Clemons |

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| **4/30/2026** | Theo H. | This project needs an independent environmental study done! We cannot cut corners when our state lives on the precipice of complete desertification. Our water, and our wildlife cannot be an afterthought! |

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| **5/3/2026** | Theo Reynolds | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. I live right next to Zilker, and in very close proximity to Barton Springs, and I can't imagine how building these new roads would have "minimal impact." It will destroy ecosystems and I find that horrible. I don't want the nature near me to be destroyed. Respectfully, Theo Reynolds |
| **4/23/2026** | Theo van Haren | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Theodore Fernandes | I am opposed on the idea to construct Mopac bigger over greenbelt land. That land is the recharge zone for the Edward's aquifer and numerous endangered species. |

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| **4/22/2026** | Theresa Hall | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Theresa Hall | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |

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| **5/3/2026** | Theresa Moher | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Theresa Nguyen | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |

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| **4/21/2026** | Theresa Nguyen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Theresa Veach | I object to the MoPac South expansion as it would be an expensive project that will not alleviate the issues it is trying to solve and will only disrupt established neighborhoods in doing so. |
| **4/30/2026** | Theresa Zelasko | Instead of more lanes and flyovers, I would like to see a proposal for the MoPac South area that: Adds wide, shaded bike and pedestrian paths to nearby roads and neighborhood streets. Creates bike-pedestrian east-west crossings every quarter mile. Improves transit reliability in the area (and throughout Austin, frankly). Does NOT expand the highway. I'm tired of cars-only thinking when it comes to transportation and mobility in this city. Oil is old news. Pollution is hurting Austinites and the wildlife we share our environment with. |
| **4/23/2026** | Theresa Zelazny | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. Keep Austin Green! Protect vulnerable species. |

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| **4/28/2026** | Thomas Blank | Hello,<br><br>I'm sure you're getting lots of comments demanding a full environmental review for the MOPAC expansion effort.<br><br>I'd like to offer a different perspective. I believe that you have not only the right to proceed under the current plan, but more so the responsibility to move forward.<br><br>Additional surveys and reviews are not required. Move ahead promptly.<br><br>Thanks for your hard work.<br><br>Tom Blank |

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| **4/28/2026** | Thomas Dean | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Thomas Forbes | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Respectfully, Thomas Forbes |

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| **4/20/2026** | Thomas Foster | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/23/2026** | Thomas Goss | Dear CTRMA Board Members,<br><br>I am an 80 year old native Texan that has lived in Housto, Dallas and Austin all of my life. I have seen a multitude of projects aimed to reduce traffic congestion. At best they succeed for 3 to 5 years and then traffic is again a problem. Why do you continue to do these projects that do not fix the problem?<br><br>Rail is the solution! Look at the rest of the world and see how they address traffic problems similar to this.. I do not support a short term solution that will degrade the prime resource that Austin enjoys<br><br>Sincerely,<br><br>Thomas Goss |
| **4/29/2026** | Thomas Holubec | CTRMA, Thank you for all of your work on this project. I believe it is essential to keep up with the past, current, and future growth of Central Texas. |
| **5/1/2026** | Thomas Murphy | I am unalterably opposed to the south Mopac Expansion Project. Stop paving over the Barton Creek watershed. I have been a daily swimmer at Barton Springs Pool and at Deep Eddy Pool for fifty years. No more concrete, no more noise and air pollution, no more assaults on groundwater quality and quantity, no more absence of democratic process. Reveal the truth about the environmental impact of a project considered and rejected years ago. |

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| **4/20/2026** | Tia Butler | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Tifarah Canion | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/26/2026** | Tiffany | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd. This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to cut through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists that bike on the narrow shoulder of Hwy 45 which is very dangerous. City Council, District 8 has now allocated $117,000 to the design of this path as they too recognize the important need for it for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this ask and I can provide further information including graphics of this ask. Thank you. |
| **5/3/2026** | Tiffany Fiede | Hi, my name is Tiffany Fiede and I represent the women who are experiencing breast cancer.I have been diagnosed with stage four metastasis and also a widow.And I came to Austin in 2020 when my husband passed and the Springs Board saved me.the springs bring together so much joy and love and our city is what it is because of the healinghours of the springs and the gathering at the springs the entrepreneurs the creators the buildersthe water is the magic that we've threw in and throughout each and every one of us we come togetherto heal, to pray, and to build, and if you were to take that |

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| | | away, that would be a bigmistake for the entire city, for the community, and for the financial structure of it all,because this is where people come to transform and to heal, and to get away and get inspired. |
| **4/21/2026** | Tiffany Hentrup | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
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| **3/19/2026** | Tiffany Laclé | Please stop expanding the highway. You are making traffic WORSE not better. It will only increase congestion and drive time. Invest in better solutions! |
| **4/21/2026** | Tiffany Miranda | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Tiffany Moroney | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Tiffany Moroney |

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| **4/24/2026** | Tiffany Stiver | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Tiffany Stiver |

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| **5/3/2026** | Tiffany Valdez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Tiffany Valdez |

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| **5/3/2026** | Tiia Alzamora | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Tiia Alzamora |
| **3/19/2026** | Tim | Against: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. For: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **3/25/2026** | Tim Davis | Howdy! If you drive this area you know it's terrible. Let's fix this now. Your help is appreciated.. Thanks, Tim Davis<br>Sent from my iPad |

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| **4/20/2026** | Tim J Zoerner | Where Mopac south merges with the flyover from 290/71, the reduction in lanes from 3 lanes to 2 at William Cannon makes no sense. There is opportunity to simply re-stripe and add that 3rd lane back for probably a couple miles. Simply doing this or slightly extending the available lanes to Davis Lane via new construction seems to be a much better alternative to traffic congestion, at least in the short-term. If this is not a consideration, then it should be analyzed and considered. |
| **5/1/2026** | Tim McCool | Widening Mopac would be incredibly irresponsible. I want to encourage you to think of better ways to spend all of this money. With the on-going widening of I-35, Austin is going to experience construction, congestion, and traffic that will not ultimately be resolved by the widening. Adding lanes only adds more traffic, and does nothing to resolve traffic issues. Widening Mopac will result in untold environmental damage. It's insane that Texas continues to squander and destroy its natural resources. We need to shift away from this mindset of just paving everything, pouring concrete like there's no tomorrow. This expansion will only cause harm and have no benefits for the future generations of Austin. Please consider how you want the world to be, in which your children and grandchildren will inhabit. Widening Mopac will only harm the future of Austin. Please invest this money in something worthwhile, to encourage people to take transit and get out of their cars and off the highway. |
| **5/2/2026** | Tim Rinkerman | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Timothy Burton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/17/2026** | TIMOTHY D WITHAM | Please begin construction now. You have done your due diligence in studying this for over a decade. The results are published and it fits in the existing boundaries. The people already need the extra lanes last year. We cannot afford any more delay. Thank you for your work so far, and please get it built as soon as practical. |
| **4/28/2026** | Timothy Ford | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Timothy Greathouse | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Timothy Greathouse |
| **4/22/2026** | Timothy Keitt | I oppose the expansion of MoPac. It will encourage people to take more trips, which we don't need. I am already impacted by MoPac noise and this will make it worse. |
| **3/21/2026** | Timothy Tuggey | Appreciate the professionalism of the presentation and report.<br><br>Sent from my iPhone |

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| **5/3/2026** | Tina Donahoo | Dear CTRMA Board Members, <p data-start="171" data-end="311">I have lived in this neighborhood for over 22 years, and I am writing to express my strong opposition to the proposed MoPac South expansion. <p data-start="313" data-end="698">This project asks our community to accept significant and lasting environmental, health, and quality-of-life impacts in exchange for minimal benefit. After years of disruptive construction, the expansion is projected to save only about five minutes across the full corridor—an outcome that simply does not justify the scale of harm being proposed. <p data-start="700" data-end="1258">The scope of this project—adding five to seven new lanes, including tolled lanes, across nearly nine miles—will bring five to seven years of construction that will significantly disrupt daily life in Austin. Traffic flow on MoPac and surrounding streets will be heavily impacted, with access challenges affecting nearby neighborhoods, downtown, Austin High School, and Zilker Park. During this time, access to Lady Bird Lake will be severely limited, disrupting use for rowers, boaters, and the broader community, including closures of key trail connections. <p data-start="1260" data-end="1787">The environmental risks are deeply concerning. The project threatens the Edwards Aquifer and the health of Barton Springs and surrounding waterways, which are central to Austin's identity. Construction in sensitive recharge zones creates serious risks of sedimentation and pollution that could cause irreversible damage. In addition, the plan acknowledges adverse impacts to federally endangered species, yet fails to meaningfully explore alternatives that could avoid or reduce that harm. <p data-start="1789" data-end="2256">The expansion will also worsen air quality by significantly increasing vehicle miles traveled, exposing students at Austin High School and nearby residents to higher levels of harmful pollutants. Increased noise and light pollution will further degrade the quality of life for surrounding communities. At a time when Austin should be prioritizing public health and sustainability, this project moves us in the opposite direction. <p data-start="2258" data-end="2644">Equally troubling is the use of beloved public spaces for construction. Zilker Park, the Barton Creek Greenbelt, Lady Bird Lake, and the Butler Trail are not just amenities—they are part of what makes Austin, Austin. The proposed tree removal, parkland use, and long-term disruption will diminish these spaces in ways that cannot be fully restored. <p data-start="2646" data-end="3074">Finally, the premise that expanding highways will meaningfully reduce congestion is outdated and misleading. Induced demand is well documented—adding lanes leads to more driving, not less traffic. Rather than pursuing this expansion, we should first evaluate less harmful and more cost-effective alternatives, such as improving existing bottlenecks, implementing HOV lanes, and investing in traffic demand management strategies. <p data-start="3076" data-end="3333">This project should also not be considered in isolation. It must be evaluated alongside the proposed connection to I-35, which would effectively turn MoPac into a western bypass—further increasing traffic and compounding environmental and community impacts. <p data-start="3335" data-end="3525">Austin deserves better. We deserve a thoughtful, forward-looking approach that protects our natural resources, prioritizes public health, and invests in sustainable transportation solutions. <p data-start="3527" data-end="3667">I urge you to reconsider this project, require a full Environmental Impact Statement, and explore less harmful, more effective alternatives. <p data-start="3527" data-end="3667"> Thank you for your consideration. Tina Donahoo |

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| **5/2/2026** | Tinsley Hutchinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration.<br>P.s. don't be -. Do better. |
| **5/3/2026** | Tobin Scroggins | This is a terrible idea. Don't destroy the jewel of Austin, literally the heart of this amazing city. You can't possibly think the tiny traffic benefits are worth this. |
| **4/3/2026** | Todd Gerlach | With whatever happens with south mopac there must be consideration for biking infrastructure. This is a major route for all forms of recreational and commuting cycling. Preserving existing biking infrastructure is essential and building better facilities both north and south bound would be ideal |
| **5/3/2026** | Todd Michael | Please no toll roads in south austin. No expansion of mopac. With gas prices rising, less people will be on the road eventually. No to expansion of mopac in south austin! Ride a bike |
| **5/3/2026** | Toluani Roberts | Hello, my name is Toluani Roberts, I live in zip code 78752 and I would like to commentfor the MOPAC South Environmental Study to oppose the expansion of the highways.Of course, I believe that adding more toll lanes from Cesar Chavez to slaughter lanesspecifically we'll put Barton Springs, Ladybird Lake, Zilker Park in a more precarious situation.It will limit our access to nature and it will ruin these beautiful environmental giftsthat Earth has given us.So I believe that adding more lanes will not have any positive impact and I oppose theexpansion of these roads into specifically the Cesar Chavez area.Thank you. |

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| **3/20/2026** | Tom Deboise | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. For me, the common sense approach is to focus on I-35 expansion<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. This statement makes no sense to me. I support a formal environmental assessment.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, |

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| | | runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Tom DEBOISE |
| **3/24/2026** | Tom France | 1. Permeable friction course pavement is not an effective WQ treatment control. Any treatment provided is temporary as sediment clogs pore space and renders it non-effective. Significant maintenance (street sweeping TSS removal) will be needed to keep it functional.<br>2. I have lived in this area since 1999. To this day we still do not have a decent public transportation (buses, etc.) available. I wonder how much of the traffic congestion could have been reduced had Cap Metro provided service to the large subdivision in the area. |

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| **3/24/2026** | Tom Griebel | Suggest the project be extended to SH 45, not the managed lanes but make improvements south of Slaughter. With the traffic flow improvements considering closing the South Bay crossover between La Crosse and SH 45 to improve the safety of South Mopac. Currently there is a private school at the NW corner of Mopac/SH 45 that creates a safety hazard durning peak school hours. Also a 1,000 unit apartment complex is planned to access the site at the South Bay stub out on the west side of Mopac. As part of the project extension add a northbound turnaround at La Crosse and a westbound turnaround at Escapement. I do support the project. Thanks you. |
| **5/3/2026** | Tom Hammond | Any construction that might impact the Barton Creek greenbelt and wilderness park should be taken seriously. The construction of additional lanes on Mopac should be weighed against how it will impact this treasured city park. From my own personal observations, here are two reasons why an Environmental Impact Statement is needed: I use to live in the Travis Country neighborhood and on occasion would hike home from my work downtown. One issue pretty obvious from the Barton Creek Trail is how the 360 and Mopac bridges impact the area with extensive garbage strewn everywhere— in the trees, on the forest floor and in the water of Barton Creek. City departments and volunteer groups would periodically removed it, but it always built up again. There were even appliances pushed off the smaller Mopac bridge near Best Buy that sat next to the trail for years. I would think more lanes would increase the amount of trash. Is there a practical fence design that can be added to a bridge to keep the trash from dropping into the woods and the creek below? One day while hiking north on the Violet Crown Trail I arrived at the junction with the Barton Creek Trail and noticed that Barton Creek was dry but Gaines Creek was still flowing and it was disappearing into the dry creek bed of Barton Creek. Where was it going? If there is construction going on at the Mopac bridge, just above this area, I would think you would want to protect the construction runoff from also disappearing into the creek bed here. |
| **4/20/2026** | Tom Pedretti | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Tom Wald | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Tommy Joaquin Hancock | CTRMA, Please deny MOPAC expansion. This would increase pollution, worsen sprawl, and deepen car dependency, while also encroaching on environmentally sensitive areas and putting Austin High School students' health at risk. I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. Thank you, Tommy Joaquin Hancock |

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| **3/18/2026** | Tommy Joaquin Hancock | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Tommy Joaquin Hancock |

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| **4/17/2026** | Tommy Landry | CTRMA Board Members,<br><br>The MoPac South expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Tommy Landry |

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| **5/3/2026** | Tommy Main | Yes, my name is Tommy Main and I've been coming to Barton Springs since I was 10 years old.And the expansion of MOPAC will greatly, greatly impact the Springs.These healing waters are so precious to our community.Please, please hear my voice.Do not allow the expansion of MOPAC.Barton Springs is the heart and soul of our city.So many people come to these springs to heal and in community and to sing.We're singing now at Barton Springs, singing for no expansion of MOPAC because it willdeeply impact the quality of the water, of the precious natural resource of our SpartanSprings that we love.I can't help but be emotional about this, because this place is a healing center forthe entire city.And if we don't stand up to save this precious resource,we will lose something that we could never get back.So please, please, please, I beg you to hear this message in your heartand know that it's wrong to destroy a resource as precious as the strength,which the expansion will greatly affect.Thank you very, very much for hearing my voice.Aloha. |
| **3/19/2026** | Tommy Vinyard | Do not expand Mopac. It will not decrease travel times. I drive this stretch every day for work and I do not want it expanded. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/29/2026** | Toni L | Hi I am opposed to this due to the necessary destruction of permeable land which leads into the Edward's aquifer and also adding more lanes will not address the traffic issues our city is facing . We do not want to recreate the grand divide and pain that 35 has caused through east of downtown austin.<br><br>Also the addition of toll lanes instead of 3+ person HOV lanes is something that will just induce more demand for cars on the highway instead of encouraging people to carpool<br><br>Thank you,<br><br>Toni Leon |
| **4/15/2026** | Tony Broglio | The current plan for the MoPac South expansion is terrible in almost all regards. Rollingwood and West Lake Hills residents and municipalities have commented on this for years, and our input has been consistently disregarded. The elevated tollways will be very ugly and will dramatically increase the noise into our neighborhood from the tollway. The exit lanes off the toll lanes remove critical access to Bee Caves. This will be bad for commerce and incredibly inconvenient for residents that rely on MoPac for work commutes. It forces traffic past our main thoroughfare and onto neighborhood roads with school and bus traffic. The proposed design also creates dangerous and unnecessarily complicated merging and weaving across lanes of traffic. Please take this input seriously and come up with a design that addresses the concerns of Rollingwood & West Lake residents |
| **5/3/2026** | Tony Cacci | This project will cost more, take more time, have an irreversible environmental impact, and negatively impact the lives of thousands of Austinites. The net result will save some people a few minutes of their commute. |

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| **4/22/2026** | Tony Le | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>Tony Le |

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| **4/22/2026** | Tony Le | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. Please keep Austin the magical place that it is!<br><br>Sincerely,<br>Tony |

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| **4/22/2026** | Tony Le | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. Please keep Austin the magical place that it is!<br>Sincerely,<br>Tony |
| **4/20/2026** | Tori Cook | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Tori Nickerson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | tori rudder | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>tori rudder |

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| **4/29/2026** | Tori S | Hi there I'm a south Austin resident zip code 78704, I have lived here 10 years and I'm a born and true texan.<br><br>I'm writing today to make my opposition to the expansion of MoPac South clear.<br><br>I think this expansion would be detrimental to the health of the Edwards aquifer and i would want a full environmental impact statement completed before any discussion of paving of this magical area.<br><br>The Barton Creek green belt is the most magical place to me.<br><br>I've spent endless hours hiking and swimming those trails and creeks.<br><br>It's what makes Austin Austin! And without them I and many others wouldn't live here.<br><br>Those precious places are already struggling and we are already in drought this project would just exacerbater these concerns.<br><br>And in a time when we ourselves could be facing a water shortage in a few years if we don't better manage our resources this project seems insane.<br><br>Please reconsider this project as it stands it does nothing but hurt this place we call home<br><br>Tori Sylvester |

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| **4/20/2026** | Tori Sylvester | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | Tori Sylvester | Hello, my name is Tori Sylvester. I am an Austin resident, District 9, zip code 78704. I have already sent an email, but I just wanted to really reiterate my feelings. I am in complete opposition to the MOPAC South expansion, and I, you know, there needs to be a full environmental study done before this proceeds.This is over a really delicate recharge zone. I mean, we're already in a drought, the ad, it just doesn't make sense that thegreen belt is beautiful.It's what keeps me in Austin.It's what keeps many people in here in Austin.And every time I bring this up to other people, they're horrified.They're scared of what it's going to do to our green belt, to Barton Creek, um, and the Edwards aquifer.So, um, I'm in complete opposition. I hope y 'all, uh, really think about what you're doing and also the tools, you know, it's already so expensive to live here in Austin. Now y 'all are wanting to add moretolls to our roads. Every single highway is under construction right now, and you're goingto be adding another one to add toll lanes? It just, this isn't, this isn't what Austin needs at all. That road is fine. We don't need a wider highway there. It's fine. Thanks for your time. Hope you have a good day. Bye bye. |
| **4/25/2026** | Torian Franklin | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/20/2026** | Torin McHugh | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Tosin Awofeso | I am writing as an Austin resident to formally oppose the MoPac South expansion as currently proposed, and to urge that the project be subjected to a full Environmental Impact Statement (EIS) rather than the Environmental Assessment (EA) released in February.<br><br>I got two autistic kids who have never gotten to experience what i have, it'll take years before its safe enough to take them and I don't want it ruined just because the time wasn't taken to do a full study.<br><br>The scale and sensitivity of this project demand the more rigorous review. The corridor crosses the Edwards Aquifer recharge zone — Austin's drinking water source — and habitat for federally listed endangered species including the Barton Springs salamander, Austin blind salamander, and Tooth Cave spider. It would require construction in Zilker Park, the Barton Creek Greenbelt, and over Lady Bird Lake. By any reasonable standard, these are exactly the conditions a full EIS exists to evaluate.<br><br>Comparable Austin-area transportation projects have received full EISs. The I-35 Capital Express project required one. Project Connect required one. There is no defensible reason an $825 million, 8-mile expansion through some of the most ecologically sensitive land in the region should receive a less thorough review. The Austin City Council and the Travis County Commissioners Court have both unanimously passed resolutions making this same request.<br><br>A finding of "no significant impact" is not credible without the full analysis an EIS would provide. I urge CTRMA and TxDOT to require an EIS before this project advances any further.<br><br>Oluwatosin Awofeso |
| **5/2/2026** | Towson | Hello, my name is Towson. I am a constituency and Austin resident, and I would like the South MoPAC expansion to not be proceeded without a full environmental impact study done.I repeat, a full environmental impact study done.My name is Towson. I am an Austin resident and a voter in Austin, and the South Austin MoPAC expansion cannot be done without a full environmental impact study. |

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| **5/3/2026** | Traci Cerna | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. 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The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. 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| **4/28/2026** | Tracy | I am strongly opposed to this project. Having driven the north section for years, I did not see any traffic improvement with added lanes during peak times. During some times, yes, but when really busy--all lanes come to a standstill. That design seems to be clearly about making money, not solving traffic issues. Based on carefully reviewing the plan, I believe the MoPac South plan would also make a negligible impact, except on making money from drivers paying high fees. The environmental impact and distruption from construction is not worth it for drivers. I drive this section now 3-4 times per week. The proposed changes do little to address bottlenecks or design flaws that would improve safety and traffic flow. |

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| **4/20/2026** | Tracy Bibby | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Tracy Davis | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/13/2026** | Tracy E Wolfe | I support expansion and improvements for traffic congestion. While I approve the recommended plan I am strongly opposed to any design that adds/converts roadways for bicycle paths. This has created issues with other roads and does not deliver congestion relief. Cyclist do not use these lanes for commuting and other identified uses. |

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| **4/30/2026** | Tracy Geraldez | I support the "no build" alternative to Mopac South Expansion. I urge CTRMA to undertake a full Environmental Impact Study (EIS) per federal standards, including a traffic study on the impacts of the project on surrounding roads and propose lower impact, lower cost alternatives. Construction congestion The years of construction-related traffic congestion and environmental degradation caused by this project are simply not worth the minimal projected improvements in travel time. Central Austin residents, including students at Austin High, and everyone who enjoys Zilker Park, Barton Springs, the Hike and Bike Trail at Lady Bird Lake, the Barton Creek Greenbelt, and Deep Eddy Pool will suffer through many years of construction congestion and bear the brunt of the environmental impacts (noise pollution, poor air quality, and compromised water quality) while enjoying the tiny benefit of a couple minutes travel time even many years after this project is built. Toll Roads don't help general users Toll roads are not a solution to the root cause of congestion and only serve a small portion of roadway users (30,000 to 40,000 users per month / 180,000 roadway users = 16-22%). Limited entry and exit points and demand pricing keep toll roads from being useful to most people who live in Central Austin, while prioritizing those who choose to live far from the city center. Environmental Degradation I do not believe the environmental harm caused by this construction is worth a few minutes of travel time. Increasing air pollution, noise pollution, and toxic runoff from cars will negatively impact one of the most environmentally sensitive and cherished areas of our region. We must protect the Edwards Aquifer, Barton Springs, the Barton Creek Greenbelt, the hike and bike trail, Deep Eddy Pool, and Zilker park from excessive development and traffic and its negative environmental impacts. Fiscal irresponsibility There are a wide variety of low cost congestion relief measures that could improve the South Mopac Corridor and reduce peak time congestion without expansion that should be explored and tested before proposing expansion. These strategies include lengthening entry and exit ramps, restriping, HOV lane at peak times, park and ride facilities, transit routes, addressing surface and connector road congestion that backs up onto MoPac, among others. We should not be jumping into a $824 million dollar project without first exploring and testing low cost congestion relief measures that will help all roadway users before expansion. The future is unknown This project or any expansion of MoPac should not take place until I-35 construction is complete and resulting traffic patterns can be studied. The simultaneous creation of the SH-130 autonomous trucking route also has the potential to majorly impact traffic flows in our region by rerouting trucking traffic from I-35 and should be allowed to play out and be studied as another factor in assessing the need of MoPac expansion. Furthermore, we are on the horizon of autonomous vehicle adoption in many sectors which will change traffic patterns throughout our region. Expanding MoPac based on the outdated information in the MoPac South draft environmental assessment risks over or underbuilding the road based on incomplete and outdated demand projections. |

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| **3/18/2026** | Tracy Harp | Dear CTRMA Board Members,<br><br>I am a resident of the Barton Hills neighborhood and my children attend Austin High School. I appreciate the opportunity to provide comment regarding the proposed expansion of MoPac South.<br>As an 18-year Barton Hills resident, I am concerned about the direct impacts this project would have on the surrounding neighborhoods and on Zilker Park, one of Austin's crown jewel attractions. Expanding MoPac will increase traffic volumes, noise, and air pollution for the residents who live nearby and for the thousands of people who use Zilker Park every day. Adding more highway capacity directly adjacent to it will diminish the experience of one of Austin's greatest assets.<br><br>I strongly encourage decision-makers to carefully reconsider the long-term impacts of this expansion and prioritize solutions that reduce congestion without sacrificing the environmental integrity of the Edwards Aquifer recharge zone, the livability of nearby neighborhoods, and the character of Zilker Park.<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have "no significant impacts," yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. |

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| | | • Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>Thank you for your time and consideration.<br><br>Deeply concerned,<br><br>Tracy Harp |

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| **4/28/2026** | Tracy Thomas | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Tracy Thomas |

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| **4/20/2026** | Trai Wade | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/2/2026** | Trang Nguyen | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Travis Burroughs | You are building more exclusive lanes for people with a higher income that can afford the toll. This is classism. People with more money will have a better commute is the plain and simple truth about this. If you cannot afford to take the toll road your drive will be worse. Is this what the City of Austin and TxDot want to our community to be divided into? Rich lanes and poor lanes? Segregation in this city is not based on color any more but on wealth? I am against all toll or express lanes, future and existing. Prove to the public that this won't only benefit the people of wealth. You can't because that is exactly what it is. Classism is the new Austin and projects like this prove that without a doubt. |

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| **4/21/2026** | Travis French | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Travis French | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Travis Holler | My name is Travis Holler. I am a resident of the Barton Hills neighborhood and also a business owner on Bee Caves Road in Rollingwood. I appreciate the opportunity to provide comment regarding the proposed expansion of MoPac South. As a Barton Hills resident, I am deeply concerned about the direct impacts this project would have on the surrounding neighborhoods and on Zilker Park, one of Austin's most treasured public spaces. Expanding MoPac will inevitably increase traffic volumes, which means increased noise and air pollution for the residents who live nearby and for the thousands of people who use Zilker Park every day. Zilker Park is not just another piece of parkland — it is one of the city's most important recreational and cultural spaces. Adding more highway capacity directly adjacent to it will diminish the experience of one of Austin's greatest assets. I am also concerned about the environmental implications of this project. Much of this corridor sits within the environmentally sensitive Edwards Aquifer recharge zone. Increasing impervious cover and traffic pollution in this area raises legitimate questions about long-term impacts on water quality and ecosystem health. These are resources that cannot easily be restored once degraded. From a business perspective, I am also skeptical that this project will meaningfully address congestion where it is actually experienced by residents and commuters. I operate a business on Bee Caves Road in Rollingwood, and the Bee Caves corridor is already significantly gridlocked on a daily basis. Yet very little of this proposal appears to address the choke points where traffic leaving MoPac converges onto local streets like Bee Caves Road. Without comprehensive solutions that address these downstream impacts, expanding MoPac may simply shift congestion from one location to another while increasing traffic volumes overall. Austin is at an important moment in determining how we invest in transportation infrastructure. Projects of this scale should not only consider moving more vehicles, but also protecting the environmental resources, neighborhoods, and public spaces that make this city unique. I strongly encourage decision-makers to carefully reconsider the long-term impacts of this expansion and prioritize solutions that reduce congestion without sacrificing the environmental integrity of the Edwards Aquifer recharge zone, the livability of nearby neighborhoods, and the character of Zilker Park. Thank you for your time and consideration. |

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| **3/28/2026** | travis sebera | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival.<br><br>• Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin’s most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin’s outdoor life. |

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| | | • Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas,<br><br>travis sebera |

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| **5/3/2026** | Tremon McGrath | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Trenton Moy | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Trenton Moy |

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| **4/26/2026** | Tressa Gilmer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>I have been an Austin Resisdent since 2006. I have moved away and returned because the waters that bless this incredible land are some of the most special relationships Ive ever tended to. Ive organized and been apart of clean up efforts, sat in townhalls, submitted comments for almost every threat Barton has ever experienced. I cant believe we're having to defend this still. Without water, nothing lives. It is our most valuable resource and should be protected at all cost.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow |

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| | | patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. |

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| | | Thank you for your time and consideration.<br><br>Respectfully,<br><br>Tressa Gilmer |

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| **4/26/2026** | Tressa Gilmer | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Tressa Gilmer |
| **4/27/2026** | Trevor | Please provide a full Environmental Impact Statement prior to moving forward with this project and associated hearings. This information should be readily available and publicly posted for community members to see. |

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| **4/23/2026** | Trevor Masters | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | Trevor Masters |

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| **4/23/2026** | Trevor Masters | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| **4/20/2026** | Trey Montoya | I am in favor of this project. The necessary protections for the environment have been deeply researched and provides me comfort as a resident of Austin who cares about the environmental safety and habitat. |

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| **4/19/2026** | Triana Dominguez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Trinity Walsh | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Trinity Walsh |
| **5/3/2026** | Tristan | I oppose the MoPac South project as proposed. I urge CTRMA to complete a full Environmental Impact Statement—the current Environmental Assessment is not sufficient for a project of this scale. Key concerns: * Construction impacts the Edwards Aquifer recharge zone, risking Barton Springs, drinking water, and 8 endangered species. * Up to 9 years of closures affecting Zilker Park, Butler Trail, Barton Creek Greenbelt, and the MoPac pedestrian bridge. * Dynamic tolls exceeding $18 create inequitable access for lower-income commuters. * Expanded highway capacity will likely induce demand and fail to solve long-term congestion. I support the resolutions from Austin City Council and Travis County Commissioners Court calling for deeper review. CTRMA should conduct a full EIS before moving forward. |
| **3/19/2026** | Tristan Brooks | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |

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| **5/1/2026** | Tristan Bry | I am submitting a comment to express my concerns over this development. The expansion will dramatically impact the local nature and trails that make south Austin special while no doubt fail to solve the problem. It has been clearly documented that expansion of roadways like this will only lead to more cars driving through this corridor, likely resulting in just as much, if not eventually more, congestion as before. I do commute north on Mopac daily and it's not fun sitting in traffic, but more road is not the solution, it rarely ever is. |
| **3/21/2026** | Tristan Scott-Seghpossian | I do NOT support the highway expansion. Lane additions are outdated, ineffective, and counterproductive approach to transportation. Multiple studies have shown the adding lanes actually increases traffic, and even TxDOT has published in their Statewide Multimodal Transportation Plan that widening highways doesn't deliver on transportation or safety goals. I DO support investing in transit, walking, and biking. Even converting an existing lane into an HOV/transit lane would be preferable to expansion. |
| **4/25/2026** | Troy Abbott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/25/2026** | Trudy Hasan | Dear CTRMA Board Members,<br><br>I am a long-time south Austin resident who uses Mopac on almost a daily basis. I find it unacceptable that CTRMA continues to advance the MoPac South expansion plan without fully addressing the environmental and community impacts.<br><br>A full Environmental Impact Statement (EIS) is absolutely warranted for a highway expansion project of this size and must be required. The Environmental Assessment is woefully inadequate, and frankly, an insult to Austinites with its "finding of no significant impact".<br><br>The level of habitat destruction and the harm to endangered species, the Edwards Aquifer, and Barton Springs is completely unjustified for the expected 5-6 minutes of travel time saved. This plan is ludicrous. Can you not see that?<br><br>With this plan, CTMRA is sacrificing Austin's environment, public health, and our quality of life. Nothing about this plan justifies the 5-7 years of construction traffic delays for only a miniscule amount of travel time saved. Nothing. The costs completely outweigh any benefit.<br><br>There are better ways to solve the congestion on South Mopac. I urge you to complete the full EIS and evaluate less harmful alternatives.<br><br>Sincerely,<br><br>Trudy Hasan |

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| **5/3/2026** | Trudy Smith | Dear CTRMA Board Members,  I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.  The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.  This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.  Sincerely,  Trudy Smith |
| **4/22/2026** | Truly Wilson | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city’s cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Truly Wilson |

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| **3/29/2026** | Truman Arthur | It has been proven over and over that highway expansions make congestion WORSE over time, while permanently destroying the urban fabric of cities. Do NOT expand MoPac and further tear up neighborhoods, culture, and walk/bikability just to please suburbanites behind the wheel! Nobody wants this except people who don't live in the city! |
| **3/20/2026** | Trung Nguyen | We need more bike and bus infrastructure. Not more highways. Wide highways during rush hour are a nightmare. |

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| **4/25/2026** | Trupti Sarang | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/27/2026** | Tucker Mathews | Barton Springs is the bit of soul that is still left in this city. No one will want to move to this city or visit if Barton Springs is neglected or treated with contempt by this administration. I urge you to complete a full Environmental Impact Statement. |
| **4/22/2026** | Tuesday Becker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Ty Connery | I vehemently oppose this project. Clearly the proposed outcome would NOT have a net positive impact on our community, however would in fact endanger fragile ecosystems. |

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| **4/20/2026** | Ty Hutchens | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Ty Olcese | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Ty Olcese |
| **5/3/2026** | Tye Derrick | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Tye Derrick |

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| **5/3/2026** | Tyler Canine | We need to protect this irreplaceable natural resource. We need to guarantee out grand children and out grandchildren's grandchildren have this protected |
| **5/3/2026** | Tyler Espino | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Tyler Espino |

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| **4/20/2026** | Tyler Healey | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Tyler Healey |

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| **5/3/2026** | Tyler Hill | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. Best, Tyler Hill |
| **5/1/2026** | Tyler Jacks | I strongly do NOT support the MoPac South toll expansion project. It will have a negative impact on the environment, it will take too long to complete, and there isn’t enough of a benefit to justify the costs. |
| **5/3/2026** | Tyler Jones | I don't support the expansion. |

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| **3/15/2026** | Tyler Markham | I do not support this project. Austin does not need more highway lanes, especially ones that cross critical water zones and will increase impervious cover, leading to more runoff, emissions from increased traffic, and sprawl out into the hill country. |
| **5/3/2026** | Tyler McAlpin | DO NOT expand the roads we don’t need more roads or construction leave - alone |
| **4/29/2026** | Tyler McGee | To whom this reaches,<br><br>* I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>* I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA)<br><br>* Expanding highways never reduces traffic<br><br>Sincerely,<br><br>Tyler<br><br>Sent from my iPhone |

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| **3/29/2026** | Tyler Miller | I commute to work using mopac from slaughter lane to enfield road on a regular basis. I think it is one of the most beautiful roadways in Texas, and am concerned this will ruin one of the most beautiful places in the state just to save a few minutes for people driving the highway in 2045. I'm a stakeholder that this project aims to serve in sure and I know it sounds great to have less congested roadways to which I'd say, why are we not striping the massive amounts of paved shoulder between William cannon and slaughter where the road needlessly bottlenecks. Also the money would be better spent on park and rides for those in Hays. I will vote for whoever I need to just to make sure this project does not proceed. No tolls and no more paving on the Edward's aquifer. Please. |
| **5/3/2026** | Tyler Naylor | Dear CTRMA Board Members, Absolutely not worth the price tag, damage inflicted, or effort to construct. Improvement is minuscule and a waste of effort. Sincerely, Tyler Naylor |
| **4/25/2026** | Tyler Rhoads | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Tyler Smith | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Tyler Whitney | Dear CTRMA Board Members,  The nature and wildlife in Austin is one of the most amazing parts of our city. They should be valued and protected above all else. Moving forward with this project without a comprehensive environmental impact statement is irresponsible and frankly disrespectful to the voters, the community, the wildlife, and the history of our city. Growth shouldn't come at the cost of what makes our city worth living in!  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely,  Tyler Whitney |
| **4/22/2026** | Tyson Frederick | Hello! I will keep my comments tight. The sole reason I chose to spend my limited life in Austin is because of Barton Springs and the barton green belt. Anything to put that unique part of my life and others in jeopordy for 5 mins to 15 mins estimated less traffic time just doesn't equate. I hope this comment leaves some influence in any readers mind. Please reconsider. |
| **3/19/2026** | Unji Udeshi | Stop expanding highways in major cities. I DONT WANT:  A wider highway.  Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin’s climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project’s length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion |

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| **4/26/2026** | Uriel Rosas | Dear CTRMA Board Members,<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Uriel Rosas |

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| **5/3/2026** | Ursula Walker | As an Austin resident who originally moved here from Dallas in 2012, I can earnestly say that the most significant and special part of this city is the Greenbelt forest and water system. As a kid, I never grew up with access to real natural treasures such as Barton Springs and Lady Bird Lake. I never went hiking through forests and trekking to find waterfalls. Many young people in major urban centers across the nation don't grow up with these experiences; instead, they grow up with polluted and smelly waterways like the Trinity River that runs through Downtown Dallas. Yet how special is it that children across our city — perhaps even children of your own — get to grow up with the unique experience of enjoying one of Texas' most beloved aquifers, which gives life to all of Austin's waterways. In today's world, these spaces of natural delight are a becoming a rarity — and with it, the natural elements that connect and soothe us all. Therefore preserving the ecological balance of Austin's Greenbelt system — at the center of which springs the fresh waters of Edwards Aquifer — serves to protect the single-most important element that gives this city it's true appeal. Beyond the music scene, the food culture, the tech industry and UT's football, something that everyone seems to enjoy about Austin is our range of natural landscapes. No matter who you are, at one point or another you've found yourself enjoying the water from one our lakes, or watching the sunset from a blanket out in Zilker Park. You know the joy of jumping into the brisk waters of Barton Springs, or the beauty of walking with family along the river. And if you don't yet know, I urge you to go out and sit in one of Austin's natural marvels for even 10 minutes. Then ask yourself if you're comfortable with contributing to the imbalance of our waterways… The decay of our lakes… The stench of polluted rivers… These things are inevitably at risk of occurring if the boundaries in place which allow the Aquifer to recharge go ignored… As I said, the only river I ever knew as a kid was one that we often joked smelled like "rotten eggs"… The Trinity River. It was always my least favorite part of the city, as it created a dirty sensation that pushed people away from that area. I never knew until now that it was connected to the Trinity Aquifer that has long been in decline due to factors such as population growth and over-pumping without enough time to recharge. Therefore I ask you to take heed to the dilemas facing the Trinity Aquifer system amidst its current state of decline — something that has led to lower levels of more salinated waters, and I ask that you not underestimate the significance of your actions on the Edward's Aquifer here in Austin. Nearly 10 years of a road expansion project in such a sensitive recharge zone would pose a devastating effect on the entire ecosystem that makes this city (and beyond) what it is. I believe it would also drastically affect the tourism industry in ways that have yet to be fully measured or understood. While traffic is nobody's favorite thing, I believe that there are more effective, creative and ecologically-thoughtful ways to resolve the "traffic crisis." There could be incentive programs for carpooling, and more electric or even solar-powered trains in other non-sensitive zones of the city. I'm sure many other ideas exist that have been tested in other cultures or countries, such as mindfully using the river as a means of daily transportation. In the end, there is nothing more important than protecting and preserving the balance of our natural habitats — the land and especially waters that give so much back to us. Along with such lies the intertwined fate of endangered species such as the beloved Barton Springs salamander. Therefore I beg you to please reconsider this project, and to help protect something that has united Austinites, transplants and visitors for so long — our shared love of nature. |
| **5/3/2026** | Urvish Parikh | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and |

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| | | neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Urvish Parikh |
| **4/28/2026** | Vaeda Rolph | PROTECT PUBLIC LAND, PLANT NATIVE TREES, SECURE OPEN SPACE FUNDING, PROTECT EDWARDS AQUIFER, ALLOW SAFE PUBLIC ACCESS DURING CONSTRUCTION. |
| **4/28/2026** | Vaeda-Raven Rolph | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Vajray Crenshaw | I oppose the proposed MoPac expansion. Widening the highway will increase air pollution and will harm surrounding Austin High School students. I instead prefer separated bike paths along the project and converting the current highway into a HOV/transit lane. TxDOT approach by widening MoPac is outdated and inefficient way of improving traffic flow. Please do not move forward with the expansion of MoPac. |

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| **5/2/2026** | Valarie Campbell | As a long-time resident of Austin, going on 35 years, one of the greatest things about this city is how green it is. Coming from Houston in the mid-90's, I relished in how much the people of Austin loved and appreciated their access to beautiful nature, especially on the green belts and in the Hill Country. There was always flowing water in Austin, it wasn't only concrete and highways, like Houston. In 2021, I started a small non-profit that was originally created to protect Williamson Creek. Over time, more people joined from different parts of South Austin, and thus we became South Austin Creek Alliance. Our mission is to protect and preserve south Austin waterways and the green spaces that surround them. At the time, we didn't see what was coming with the Oak Hill "Parkway" project. Native forest was obliterated overnight. Williamson Creek became a concrete conduit that cut off a native wildlife corridor. And even today, the water in Williamson Creek never runs clear from HWY 71/290 in Oak Hill to past MOPAC after a decent rain event. Concrete sediment has settled into a lot of the karst features and often coats the roots of trees and leaves of plants once the water evaporates. That means less water making it into our aquifer. And we're right in the Recharge Zone, which makes it even worse. There have been times I have walked along the creek bed after a good freeze, and if there was water there, it became ice. But not in this part of the creek because what happens is the concrete sediment that is left in the water contains polymers. And those polymers and sediment turn what would have been ice, into frozen plexiglass. It is unfortunate with all the intelligent people and engineers that work on transportation, especially in Central Texas, it feels they don't really value the significance of our natural resources. The new MOPAC expansion project will span multiple watersheds and not only that, one of Central Texas's LIFELINES, the Edwards' Aquifer Recharge Zone. There are a multitude of reasons why we are vehemently against this expansion. The main reasons are clear: • Austin does not need more pavement. • Austin does not need more destruction to our environment. • Austin needs to protect its water resources now more than ever. • Our critical environmental features, such as our caves, springs, creeks, and the Edward's Aquifer are in danger of disappearing forever. Once a project like this starts, there is no going back. There is truly a life-source on the line, and it needs to be protected. We say NO to MoPac South project. That will be a complete detriment to our aquifer and all the freshwater resources south of Enfield Road. Highway expansion cannot be the only answer. But just to add a little more to this, making a highway wider doesn't make traffic go away. Telling people to spend years in even worse traffic caused by construction for a fifteen minute deduction in their drive after it's complete, is the most backwards thinking. Would that deduction be 15 minutes before the construction started, or 15 minutes deducted from during the construction? Will people have to pay for that deduction in tolls? What about the people that can't afford to pay tolls? Any way you slice this, there is no logic. We need smarter transportation plans, not more concrete. |
| **5/2/2026** | Valarie Campbell | I've seen the havoc the Oak Hill Parkway project has caused to Williamson Creek. Our fragile ecosystems that rely on our Central Texas waterways and Edward's Aquifer cannot survive another onslaught of complete destruction that another highway expansion will cause. And you cannot prove to anyone that tearing apart the earth and paving it is harmless. That's my first concern. My other concern is the lie CTRMA is selling. I work north but I live south. I often have to use MOPAC to get there and back. Adding more time to the drive because of construction, will in the end, cost more in time (not to mention gas) overall, even once the construction is complete. There will be a time deficit. Not just the time, but the money will be another hurdle. Spending time in traffic causes wear and tear on a car, and it reduces fuel efficiency. With gas prices as high as they are, this can be problematic. And once everything is finished, you want people to pay to use the roads if they don't want to sit in traffic. That's not affordability and it's not helping anyone. This is incredibly illogical, inhumane, and ridiculous. Overall, this just shows that CTRMA does not care about the people in Central Texas and it definitely doesn't care about our critical natural resources. Traffic problems cannot be solved with highway expansion. Highway expansion only leads to environmental problems which can be exponential. |

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| **4/23/2026** | Valarie Gold | Dear CTRMA Board Members,<br><br>I am a native Austinite who regularly comutes on MoPac South as well as an Austin High School alumnus.<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods (Including Austin ISD schools), increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here- including myself. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>If the highway expansion does occur, lessening the lanes to 1 toll road on either side is also a compromise I urge to be considered.<br><br>Sincerely,<br><br>Valarie Gold |
| **5/3/2026** | Valeria | Please stop ruining Austin with expansion that nobody is asking for |

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| **5/3/2026** | Valeria Amaya | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution. CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Valeria Amaya |
| **4/27/2026** | Valeria Gonzalez | Barton Springs is more than just a place, it's a living piece of Austin's soul. For generations, it has quietly witnessed the city's many transformations while remaining a constant source of connection, joy, and belonging for the people who call this place home. The thought of it being severely affected by this project is deeply concerning, not just for me, but for the countless community members whose lives are intertwined with its waters. For many of us, Barton Springs is where we learned to swim, where we challenged ourselves and trained for competitions, and where families and friends gathered to share simple, meaningful moments. It is a space that brings people together across generations, a rare and irreplaceable thread in the fabric of this city. As an Austin native, it is painful to imagine losing even a small part of what makes this city so special. Austin's rapid growth has already changed so much, and while change is inevitable, not everything should be left behind. I plan to stay here, to raise my children here, and I want them to experience the same sense of wonder, community, and connection that Barton Springs has given me. We owe it to future generations to protect what remains of Austin's magic to preserve the places that define us and ground us in a shared identity. I urge you to complete a full Environmental Impact Statement. |
| **5/3/2026** | Valeria Leija | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Valeria Leija |

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| **5/3/2026** | Valeria Ramirez | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Valeria Ramirez |
| **5/3/2026** | Valeria Ramos | Oppose Mopac expansion |

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| **4/22/2026** | Valerie Bermudez | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **4/22/2026** | Valerie Bermudez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Valerie Sims | Please do not induce demand by expanding 8 miles of MOPAC South. |

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| **4/29/2026** | Valerie Sims | Please read the comments from me and the others who oppose the expansion of MOPAC South.<br><br>We want a full Environmental Impact Statement, not only an Environmental Assessment. There is so much to consider in this potential expansion that is more important than the traffic which would produce more traffic due to induced demand. Now is the time to learn the lessons from so many other freeway expansions which have not solved the problems and have caused environmental disruption. Austin has much to offer in the way of the natural environment. We citizens do not want it spoiled which would cause more damage than the advantages from the expansion would enable.<br><br>What Austin needs is much more non-vehicular outlets that are safe and help the traffic problems. Rail, bike, and pedestrian connectivity are essential. Instead of more and more cars and trucks on the roads, we need ways for less damaging transportation to be supported.<br><br>While this proposed expansion is being constructed, the very things that Austinites need more of—outdoor access, transportation that supplies physical outlets, safer networks than cars provide for some examples—will be compromised for years. This is the opposite of what we should be focused on!<br><br>Thank you for your attention,<br><br>Valerie Sims<br><br>resident in SW Austin |

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| **5/2/2026** | Valerie Tamburri | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Van Harrison | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Van Short | I support constructing the preferred alternative as soon as possible. |
| **4/29/2026** | Vanessa | This highly invasive project needs to go to a larger research body and be more investigated from environmental and quality of life impacts. Austin would not be Austin if this massive roadway is created. Do an EIS. Get recent data. Don’t rely on years old data. Austin is very different now. |

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| **4/20/2026** | Vanessa Bighinatti | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/28/2026** | Vanessa Burden | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | Respectfully,<br><br>Vanessa Burden |

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| **4/22/2026** | Vanessa Gordon | I am very concerned about the environmental impact from the proposed mopac expansion project.<br>Barton Springs pool, Barton Creek and the Greenbelt are beautiful and unique . They should not be ruined and polluted by building more roads in this ecologically sensitive area.<br>I am concerned about water quality for swimming and for wildlife habitat . We also do not want more traffic noise. Barton Springs and the surrounding green belt are special. They must be protected.<br>Please explore safer alternatives for the traffic congestion.<br><br>Even though I have a Dripping Springs mailing address, I live in Travis County.<br><br>Thank you,<br>Vanessa Gordon<br><br><br>Sent from my iPhone |

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| **4/20/2026** | Vanessa Heart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/26/2026** | Vanessa Heart | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Vanessa Juarez | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Vanessa Juarez |

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| **5/3/2026** | Vanessa Lively | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. 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| **4/24/2026** | Vanessa McNamara | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. More roads equals more cars, and that's not beneficial.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Vanessa McNamara |

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| **4/22/2026** | Vanessa Mitchell | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Vanessa Mitchell |

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| **4/30/2026** | Vanessa Mitchell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/24/2026** | Vanessa Reiser | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Vanessa Reiser |
| **5/3/2026** | Vanessa Reiser | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Please, please, please do not let this happen. No one who lives in this area wants this to go forward. It is unpopular.  Sincerely,  Vanessa Reiser |

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| **4/27/2026** | Vanna Van Oss | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Vanna Van Oss |

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| **5/3/2026** | Varyana Graffeo | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Varyana Graffeo |
| **4/24/2026** | Vearl A Williams | No affiliation |
| **4/24/2026** | Vearl A Williams | We should have built this 10 years and we would be finished by now with traffic moving smoothly. The environmental impact statement has answered all of the requirements, however, will never satisfy the tree huggers. The tree huggers do not pay the majority of the taxes, nor do they represent those of us who need to use the highway on a daily basis. Build it now! |
| **4/17/2026** | Veronica Barrio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/3/2026** | Veronica Crownover | Dear CTRMA Board Members,<br><br>Here:<br><br>It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.<br><br>Key concerns include:<br><br>* Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.<br><br>* Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague "optional measures." Salamanders' external gills make them highly vulnerable to sediment and pollution.<br><br>* Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.<br><br>* Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.<br><br>* Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.<br><br>* Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption.<br><br>Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. |

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| | | Sincerely,<br><br>Veronica Crownover |
| **5/3/2026** | Veronica Crownover | I am against the MOPAC expansion. More highways will compromise the watershed for the springs. |

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| **5/3/2026** | Veronica Mognato | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Veronica Mognato |
| **4/22/2026** | Veronica Puente | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/1/2026** | vickie tatum | |
| **3/11/2026** | Vicky Edwards | Please build it as fast as you can. |

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| **4/21/2026** | Victor Diaz | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Victor Diaz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/19/2026** | Victor Ude | If you think you're going to profit off of making traffic worse for South Austin residents, think again. Multimodal transit or we go to war, and you will lose. |

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| **4/29/2026** | Victor Ude | You all can do whatever you want, honestly. Given the present proliferation of toll roads in Austin it is painfully obvious that the decision makers have more interest in generating profit than delivering solutions for remedying transportation related problems in Austin. Not only do Austin residents, visitors to Austin, and commuters passing through Austin not benefit from additional lanes, the addition of more lines has without a doubt contributed to increased traffic accidents and fatalities.<br><br>Building RAIL or don't. I am leaving Austin for a mature city that has figured this sort of thing out. |
| **4/21/2026** | Victoria Campbell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Victoria Caparra | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Victoria Castañeda | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Victoria Castañeda |

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| **4/21/2026** | Victoria Farrera | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Victoria Goss | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Victoria Hamilton | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Victoria Hamilton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Victoria Hoffmann | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Victoria Hoffmann |
| **5/3/2026** | Victoria Juarez | I do not want a toll road expansion |

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| **5/2/2026** | Victoria Lugo | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Victoria Ojeda | Dear CTRMA Board Members, I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin. The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers. This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city. Sincerely, Victoria Ojeda |
| **4/27/2026** | Victoria R | This expansion is unnecessary and unwanted. Large pieces of Austin are already lost, please don't not ruin the remainder of what we have. |
| **5/1/2026** | Victoria Rose | I am against the expansion of MoPac South. The expansion is not needed, and any time savings currently predicted by CTRMA will be eaten away by construction delays and induced demand after the project's completion. At the very least, a full environmental impact statement must be completed for the project. The draft environmental assessment describes significant impacts to wildlife, endangered and threatened species, water quality, air quality, and noise. This project will harm the Austin area without any benefits. |

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| **4/22/2026** | Vincent Dowden | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **4/29/2026** | Vincent Musat | With the construction of these toll lanes, for pavement that is existing that was built under a previous project, the public will not be charged a fee to drive this portion of MoPac. There is currently enough space for another lane to be added to the Southbound Mainlanes Cross-section where the left lane currently tappers and merges with the Center lane. This impedes traffic flow Southbound during rush hour. Now TxDOT is proposing Toll Lanes to address this issue. Enough pavement exists to add a Lane until you reach the souther side of the elevated section that crosses Convict Hill Road and Latta Drive. Then a small piece of pavement needs to be extended to reach the next elevated section that crosses the Violet Crown Trail. Following the elevated section that crosses the Violet Crown Trail a small section of pavement would be needed to transition back to the existing pavement crosssection. this would allow for the left two lanes to not involve weaving or merging all the way from Ben White until the exit to Davis Lane. The Right lane south of William Cannon to Davis Lane can function as a entrance and exit lane for it length between those points thus improving traffic flow. I am not sure why this has not already been completed as a similar lane was added on Southbound MoPac from Barton Skyway south to the Highway 360 North Exit, with additional improvements to the Highway 360 South exit as well. |
| **4/23/2026** | Vincent Ramirez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/24/2026** | Vincent Tomasetti | This project could provide important design to relieve traffic and future congestion. Currently traveling both NB and SB on MoPac is a massive delay especially currently working and living off S. Park Meadows and William Cannon.. Having utilized express lanes before and knowing of their benefits, I fully support this proposed expansion project. |
| **4/24/2026** | Virginia Acker | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/27/2026** | Virginia Palmer | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>Respectfully,<br><br>Virginia Palmer |

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| **5/3/2026** | Virginia Palmer | Please No South MoPac expansion! At least do a profession environmental impact study! The citizens of Austin do not want or need this disastrous double decker<br><br>toll road that will destroy the health of our local environment: rivers, springs, creeks, trees and the physical health of all in the area - car, noise, toxic pollution, much more. Too expensive too!<br><br>Thank you,<br><br>Virginia Palmer, Ph.D.<br><br>Resources Unlimited<br><br>www.virginiapalmer.com <http://www.virginiapalmer.com> |
| **5/1/2026** | Virginia Palmer | Please do not devastate our lake, aquifer, park, environment in general, the health of our people, especially the students and more with this horrific proposed MoPace extension toll road expansion. The impact would be the of the beauty and health of nature in our city. Thank you! |
| **5/3/2026** | Virginia Palmer | Please do not destroy the nature, water, neighborhood, physical health environment with your double decker toll road. |
| **5/3/2026** | Virginia Palmer | Yes, this is Virginia Palmer and I joined thousands of other longtime Austin residentsin opposing this South MOPAC expansion for all the reasons that you have already heard.I've heard them too.And on the personal level, I'll say it's close to MOPAC and Enfield and just, well, the whole thing is so ill thought and poor planning and not taking in any consideration the severe impact certainly on our neighborhoods, on the traffic,but to say what eight minutes and the environment and the aquifer and thehigh school students I could go on and on you've heard it and you know it to betrue I could say so much more but thank you for your time |
| **5/3/2026** | Virginia Palmer Ph.D. | No South MoPac expansion! No more toll roads! |
| **5/1/2026** | Virginia Shurgar Hassell | Expanding mopac in the critical Barton springs zone is destructive and awful. Do not do it. |

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| **4/27/2026** | Vivek Gani | Hello, my name is Vivek Gani and live in South Austin. This comment represents myself though for full disclosure am also on the board of the nonprofit organization South Austin Creek Alliance. I am not employed by TxDOT nor do any business with TxDOT and don't see myself benefitting monetarily by the MoPac South expansion project.<br><br>I am writing this comment to express my current opposition to the proposed expansion of MoPac South with some questions around the environmental assessment and models used in proposing the project, along with some ideas on other approaches to handling MoPac South congestion. These questions, comments, and ideas are below:<br><br>* In the MoPac South environmental study meeting notes from January 24, 2024 (page 169 of the Draft Environmental Assessment) there's mention of "TCEQ requires 80% capture of runoff for new impervious, but our goal is 100% for project." Is this mention of percent capture only in regards to handling Total Suspended Solids (TSS) or something more than this? I'm wondering whether there's consideration around the net increase of impervious cover (which from other resources estimate it to be about 110 acres increased) and not just whether runoff water is captured & filtered, but the impact of the increased impervious cover on the speed of water runoff, soil quality changes to the area impacted, and changes in evapotranspiration (particularly in areas where tree removal occurs for the South MoPac expansion) and how that may impact weather from a microclimate level to impact on the water cycle.<br><br>* In the document 'Preliminary Water Quality Analysis and Design' on page 195 it says "Chemical Oxygen Demand, E.coli and Total Nitrogen were not studied, primarily because these are not constituents of concern with roadway projects." How valid is this statement with roadway projects when dealing with highways that handle traffic beyond 30,000 vehicles per day? My rough understanding is that this project estimates "between 206,250 and 261,250 vehicles per day" according to page 42 of the Draft Environmental Assessment. |

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| | | * How will this project be addressing the issues around silt and concrete runoff during construction? While my brief search couldn't find a reference to 'silt fences' or 'temporary controls' in the environmental assessment and related documents, others such as Dr. Lauren Ross have brought up their concerns around the effectiveness of these mitigation approaches. Anecdotally as someone who has participated in and organized cleanup events, I've sometimes encountered what seems similar to these 'silt fences' usually damaged and warped to where they no longer seem effective at their original purpose. Additionally, groups such as South Austin Creek Alliance (disclosure: I am a board member of South Austin Creek Alliance) have observed & photographed concrete sediment during the recent construction of the Oak Hill Highway expansion - see https://southaustincreekalliance.com/so/f7PKL3SRD?languageTag=en&cid=d6abfee5-0c30-4e13-8e72-fae4bbee1130 <https://southaustincreekalliance.com/so/f7PKL3SRD?languageTag=en&cid=d6abfee5-0c30-4e13-8e72-fae4bbee1130> (scroll down / search for "Williamson Creek February 2025 post rain event", alternative archive link: https://web.archive.org/web/20260426185531/https://southaustincreekalliance.com/so/f7PKL3SRD?languageTag=en&cid=d6abfee5-0c30-4e13-8e72-fae4bbee1130 <https://web.archive.org/web/20260426185531/https://southaustincreekalliance.com/so/f7PKL3SRD?languageTag=en&cid=d6abfee5-0c30-4e13-8e72-fae4bbee1130> ).<br><br>* With these above points in mind, I think a full Environmental Impact Statement (EIS) process should be done before considering any build option. When talking to Mopac South staff back in March at the in-person public hearing I recall some of the reasoning was that an EIS wouldn't be needed due to how there were proposed mitigations around areas impacted by construction of the proposed highway expansion. However, there's still more questions around the post-construction impacts on the small water cycle, contributions to urban heat island effect, noise, and effects of highway runoff chemicals (such as Gasoline & Fuels, Lubricants & Grease, Gasoline additives like MTBE, Nitrous Oxides, Copper, Lead, Chromium, Cadmium, Microplastics, Polycyclic aromatic hydrocarbons (PAHs), Pthhalates, alkylphenols, 6PPD-quinone, etc.).<br><br>* Have there been any design approaches and/or traffic modeling approaches that carried more of a 'transit-first' approach where mass transit was utilized along with on-demand last-mile connection options? One example is CapMetro's 'Pickup' service. And in other cities are the King County 'Metro Flex' program (formerly called 'Via to Transit') in Seattle, Washington. Or the Access-on-Demand program in Denver, Colorado. Some of these approaches also partner with Transportation Network Companies (TNCs). I bring this up because I wonder if there could be pilot projects that utilize the existing South Mopac roadways (i.e. before committing to build any expanded highways) and consider the many usage changes due to technological shifts that have happened such as: |

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| | | * Emergence over the past 15+ years of TNC companies with smartphone-based ride hailing (e.g. Lyft, Uber, along with former non-profit entities like Ride Austin) and the more recent emergence of autonomous rideshare (e.g. Waymo, Zoox, etc.) vehicle companies - some of which also offer pooled ride options. While some of studies will talk about how these TNCs are increasing vehicle roadway congestion (which is a traffic problem in dense urban areas), I wonder if they could be used in partnership with mass transit (i.e. CapMetro buses) to reduce congestion specifically on highways such as South MoPac. There were also smartphone-based carpool programs (e.g. Waze Carpool) which existed in some cities until 2022 as they were impacted by the pandemic and shifts toward remote work.<br><br>* Has there been any consideration in the modeling of MoPac South around the current lack of Park & Ride locations in service to the southwest Austin area that could be an alternative<br><br>to individual passenger vehicles along MoPac South? As of April 2026 when I look at the CapMetro Park & Ride website (https://www.capmetro.org/park-ride & https://www.capmetro.org/docs/default-source/plan-your-trip-docs/destination-schedule-book-docs/park-ride-station-locations.pdf ) which has a map of current locations, I notice that while there are a number of Park & Ride locations generally along the central, east, and north areas of Austin, there are nearly no Park & Ride locations that are in close proximity to MoPac South - there's only been the 'Pinnacle Park & Ride' location and 'Westgate Transit Center' which are along Route 290. I'm wondering if there could be opportunities to pilot/create more Park & Ride locations around southwest austin that alleviate current South MoPac congestion and potentially leverage existing parking lots that may have less utilization due to changes in shopping behavior (e.g. at large shopping malls). I'm proposing this in conjunction either expanding the CapMetro 'Pickup' service or a partnership between mass-transit & TNCs. I'm also wondering if 'road diets' during less busy times of year (i.e. summertime when K-12 school isn't in session) could be done to temporarily create dedicated bus & carpool lanes to measure how congestion could be managed better without building a highway expansion.<br><br>* In addition to the thoughts brought up in the previous point, how is the ‘2045 Model no build’ ( https://www.mopacsouth.com/MPS%202045%20Update.pdf <https://www.mopacsouth.com/MPS%202045%20Update.pdf> ) estimate factoring in emergent technologies such as what was described in my previous point (e.g. TNC+mass-transit partnerships, autonomous rideshare) along with the rise in the use of telecommuting and some hybrid work approaches that started to become more common for some occupations after |

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| | | the start of the 2020 pandemic? Is this what is already factored in by the statements around 'decentralized working trend' mentioned in the "2045 Traffic Forecast Update" document? Are there models that try to visualize and factor in degrees of increase both in use telecommuting/decntralized work and increase of transit services used in a multi-mode manner?<br><br>* The prior points around design approach and traffic model beg a bigger question - how would an expansion of Mopac South help Central Texas towards stabilizing and ideally reducing Vehicle Miles Traveled (VMT) per-capita? My understanding is that some metropolitan areas in central Texas like City of Austin have statements on their website that "Reducing VMT is a major goal of Imagine Austin" (see https://data.austintexas.gov/stories/s/Compact-and-Connected/jqwk-xf8g/ <https://data.austintexas.gov/stories/s/Compact-and-Connected/jqwk-xf8g/> ).<br><br>My argument is that there are other potential ways to prioritize coordination towards less highway congestion that I feel should be explored by CTRMA in collaboration with cities, public transit organizations, and Transportation Network Companies - specifically that could be done on a shorter timescale and influence whether an expansion should be done.<br><br>* I have questions about select documents (i.e. some, not all) on the mopac south website being unavailable as of the morning of Sunday April 26, 2026. Specifically:<br><br>* As of April 26, 2026 - why does trying to access the link to the "Biology: Species Analysis Form and Summary Spreadsheet" ( https://www.mopacsouth.com/draftea/Bio%20-%20SpeciesAnalysis.pdf <https://www.mopacsouth.com/draftea/Bio%20-%20SpeciesAnalysis.pdf> ) redirect to ( https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> )? If I recall correctly I was able to access this PDF back in March 2026. |

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| | | * As of April 26, 2026 - why does trying to access the link to “Historical Resources PCR Attachments” ( https://www.mopacsouth.com/draftea/HistoricPCRAttachments.pdf <https://www.mopacsouth.com/draftea/HistoricPCRAttachments.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ?<br><br>* As of April 26, 2026 - why does trying to access “Induced Growth Tech memo“ ( https://www.mopacsouth.com/draftea/InducedGrowthTR.pdf <https://www.mopacsouth.com/draftea/InducedGrowthTR.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ?<br><br>* As of April 26, 2026 - why does trying to access “Karst Invertebrates Report” ( https://www.mopacsouth.com/draftea/KarstInvertebrateTR.pdf <https://www.mopacsouth.com/draftea/KarstInvertebrateTR.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ?<br><br>* As of April 26, 2026 - why does trying to access “Noise: Traffic Noise Analysis Report” ( https://www.mopacsouth.com/TrafficNoiseAnalysis.pdf <https://www.mopacsouth.com/TrafficNoiseAnalysis.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ? |

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| | | * As of April 26, 2026 - why does trying to access “Water: Water Features Delineation Report” ( https://www.mopacsouth.com/draftea/Water%20Features%20Delineation%20Report.pdf <https://www.mopacsouth.com/draftea/Water%20Features%20Delineation%20Report.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ?<br><br>* As of April 26, 2026 - why does trying to access “Water: Section 404/10 Impacts Table” ( https://www.mopacsouth.com/draftea/Water%20404ImpactsTable.pdf <https://www.mopacsouth.com/draftea/Water%20404ImpactsTable.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ?<br><br>* As of April 26, 2026 - why does trying to access “Water: Surface Water Analysis Form” ( https://www.mopacsouth.com/draftea/Water%20Surface%20Water%20Analysis%20Form.pdf <https://www.mopacsouth.com/draftea/Water%20Surface%20Water%20Analysis%20Form.pdf> ) redirect to https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi <https://www.mopacsouth.com/cgi-sys/suspendedpage.cgi> ?<br><br>Thank you for your time and consideration,<br><br>Vivek Gani |

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| **4/26/2026** | Vivek Mehta | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Vivek Mehta |

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| **4/22/2026** | Viviana Jo Rocha | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/3/2026** | Vivielle Bowler | Hi, my name is Vivielle Bowler.I live at - Austin, Texas, 78722.I have lived in Austin for 10 years, for that Houston.I am calling about the expansion of MOPAC and to stop the expansion of MOPAC as an artistand movement instructor in the community.I do a lot for the community.And myself and my community rely on the springs and the green beltto go back to and commune and feel like a cityand to really take in what the city has.The reason why I stay is the nature and it has so much to offer us more than a few lanesof traffic that is proven to not do much to help our traffic crisis.I encourage revisiting this and thinking over new ways to handle the traffic crisis withtransportation, our green space is a huge, huge reason why people stay inAustin and why people visit Austin. I think it is a huge mistake, this decisionthat you are making to expand MOPAC. I think it'll be very harmful to our greenspaces and harmful to so many communities that rely on the green spaces and the speciesthat rely on our green spaces specifically that are only found here in Austin.And it would be an extreme detriment and sadness to lose these because of traffic expansion.I really call that you rethink this decision, revisit this decision, listen to your community.Everyone that I have spoken to is against this.We need our green spaces more than we need room for cars.Yes, we are all begging you to please halt this decision, end this decision, revisit,listen to your community, let us come up with something together that allows us to saveour green spaces while allowing more ease for day-to-day transit.Please reconsider.Thank you.Again, my name is Vivielle Bowler.I live at -, 78722.Thank you so much.Bye-bye. |

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| **5/3/2026** | Vivienne Bennett | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Vivienne Bennett |
| **5/2/2026** | Vladimir Montoya | Hi there, my name is Vladimir Montoya and I am calling in regards to theexpansion of the Milpac Highway and the impact on Barton Springs and I wouldlike to just say that I'm in full support of there being a environmentalimpact and I don't feel like that's being done right now and we haven'tit out why so we just love for there to be some initiatives around making surethat there's an environmental impact statement and that way we can go aheadand keep Springs alive and this is something that really supports the cityand all its inhabitants and just everyone in the city and something that I personallylove.So thank you.I hope you guys listen to this. |
| **4/30/2026** | Vladislav Marom | Dear CTRMA: Thank you for your work to improve MoPac South in a comprehensive manner. These proposed improvements are critical to handle the projected 85% population growth in Travis and Hays counties over the next 20 years. I write in support of the draft Environmental Assessment's finding that no significant environmental impacts would result from the MoPac South project. The execution of this project is essential to the future of Central Texas. |
| **4/29/2026** | Vyronika Deleon | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/29/2026** | W Gaines Bagby | Hugely important to install two Express lanes each way. Only one lane slows all to the slowest car. Two allows for passing, keeping the flow at rated speeds. Also two lanes allows for at least one lane when vehicles stall or have an accident. |

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| **4/29/2026** | W. Tucker | Hello Folks !<br><br>I want to throw my two cents in and say that I 100% OPPOSE expanding MoPac South.<br><br>You all need to do a FULL ENVIRONMENTAL IMPACT STATEMENT ! NOT THE ABBREVIATED ENVIRONMENTAL ASSESSMENT THATS BEEN<br><br>DONE.<br><br>Even though Austin has heavy traffic (during rush hours for sure - and some just other times of the day) MoPac is a fairly decent road to<br><br>drive on. That will seriously change if you all proceed with this new road - traffic may be better for a minute, but the road will quickly fill back<br><br>up. Studies show that you would be saving folks maybe five minutes of travel time. And to make MoPack a major thoroughfare - opening it up as an<br><br>Austin bypass would bring a serious number of 18 wheelers on to the road .... turning MoPac into another I35.<br><br>When my wife and I moved to Austin in 2008 we were told by friends - even back then - if you can manage to stay off of I35, you will have<br><br>a happy life in Austin.<br><br>If you all continue with this plan, folks will quickly be saying the same about MoPac.<br><br>Please think long term and take care of Austin .... the parks, barton spring, the lake ... and not keep playing the short game.<br><br>Again - I OPPOSE EXPANDING MOPAC SOUTH. |

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| | | Respectfully,<br><br>William Tucker |

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| **4/17/2026** | Wade Beesley | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Wade Beesley |

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| **5/2/2026** | Wallace Goodman | Hi, my name is Wallace Goodman, I'm a resident of Austin.I want to register strong opposition to this project going forward.What we need to be doing as a city is making it more environmentally sustainable ratherthan making it easier for more cars to come into the city.In large part, I'm not a NIMBY, but I'm concerned about the environment and the environmentin Austin is a real concern, not only because of dramatic weather but because of increasingheat and what if we encourage cars to travel more that's going to increase the effectsof climate change because there'll be more carbon and so we need to be looking for otherways that are less carbon intensive.A quote from one of the climate journalists that I've looked at that doesn't apply onlythis project to many of them. And by the way, TexDOT has also gone on record as saying buildingmore highways isn't the solution because it just induces greater demand and increases traffic.Dave Roberts quote is, this generation of humanity is engaged in a moral crime,the scale and consequences of which dwarf anything in our species history.Going forward, and I would add to that, going forward with the Mopec South projectwould send us further down this path of environmental destruction.And there are so many other things we could do with that moneyto make our city a better one.Thank you. |
| **5/2/2026** | Wallis Goodman | Climate journalist Dave Roberts has said this: "This generation of humanity is engaged in a moral crime, the scale & consequences of which dwarf anything in our species' history." This planned expansion of MOPAC would send us even further down that road. |

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| **5/3/2026** | Walter Harrell Harrell | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. These are generational decisions on investments and need much more careful consideration. The entire proposal is a 20th century solution for a 21st century problem. It needs to be reimagined and redeveloped as a rail solution for moving people with opportunities for comercial development along the area to the north and south of the critically sensitive areas. The project is ill conceived and by the time it is developed the problem will be worse. It solves nothing, creates irreversible problems, |

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| | | and leaves us with a very poor and potentially catastrophic return on investment. For the love of water in Central Texas, Walter Harrell |

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| **4/28/2026** | Ward Tisdale | I support the expansion of MOPAC South to provide the maximum amount of lanes to enable better traffic flow. Austin has doubled in population every 20-25 years since its founding and that trajectory is not expected to change. Our region has done a poor job of investing in infrastructure to plan for future growth. The "If-we-don't-build-it, they-won't-come" crowd, best represented by the SOS organization, has done nothing but put us in a bind to stay ahead of planning for growth. SOS has also killed the creation of housing supply, making Austin a much more expensive place to live than it would have been had we planned for growth. The ability to plan for growth and protect the environment has been widely established and proven. Growth brings jobs, keeps families together as kids can grow up here and live here as adults and makes Austin a much more interesting place to live with great food, restaurants, venues and a growing status as an international city. When you expand, I encourage you to prioritize preserving access to and fully restoring the Violet Crown Trail, just as you plan to prioritize re-opening the Butler Hike & Bike trail around Lady Bird Lake. I'm a big supporter of trails and the CTRMA needs to continue its past success in improving and building additonal bike trails. Build it big so we don't have to do it again in 30 years. Build it well so it enhances trails and bike access. And build it clean so our environment is not harmed. Thank you, Ward |

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| **5/3/2026** | Waterloo Disc Golf Club Austin Texas | My name is Gordon Kelley, I'm the President of Waterloo Disc Golf Club here in Austin. We are a large volunteer organization and we do a lot of work on maintenance and improvements at the city's disc golf courses, including at Zilker Park.<br><br>We are concerned that the 12 foot wide multi-use path that was added to the project will cause serious problems to the Zilker Disc Golf Course, a course that is almost 40 years old and was only the 2nd course in the city back when it opened in 1987.<br><br>The path in question is on the northbound side of MoPac. As it makes its way from north to south, the plans indicate a crossing of Barton Springs Rd. and the path then running alongside the western edge of Zilker Park / eastern edge of the northbound MoPac access road. We've been told the plan is to push for an elevated crossing of Barton Springs Rd. due to safety issues.<br><br>The distance from the edge of the disc golf course in that area to the northbound access road is very small, and there is already an existing sidewalk there. There are multiple Crepe Myrtle trees there to protect the sidewalk users from errant golf discs that don't stay on the fairway.<br><br>Ideally we would like to see the path cross Barton Springs Rd., but stay on the western side of the northbound MoPac access road; this would keep it off the part of Zilker that contains the disc golf course. It could stay there until it crosses Andrew Zilker Rd, and then it could cross the access road to join up with the existing sidewalk as it heads further south. |

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| | | Our second choice would be having the path stay on the north & west side of Barton Springs Rd (and the western side of the southbound access road) until it crosses Rollingwood Dr., then having it turn eastward crossing the southbound access road and then the northbound access road.<br><br>Our third choice would be this: The only possible way we see this new path not greatly affecting the disc golf course is for it to remain elevated along the entire stretch of the northbound access road, from where the path crosses over Barton Springs Rd. until it crosses over Andrew Zilker Rd; and it would need to be elevated enough for it to run directly over the existing sidewalk for that whole stretch.<br><br>Even then it will likely cause the removal of at least some of the Crepe Myrtle trees, and both the path and the sidewalk will need some kind of protective barrier, and it may still negatively affect one or more of the disc golf holes.<br><br>If the path does NOT remain elevated until after crossing Andrew Zilker Rd. then it will definitely greatly affect many of the disc golf holes. This is important because the disc golf course is in a fairly small piece of the park and the holes are very close together. It is impossible to adjust one of the holes without causing the other holes around it to be affected. Those other holes then need to be changed, and this causes the holes around them to be affected as well. The need for a small change cascades quickly and ends up requiring huge changes. |

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| | | There is no way a path that is elevated when it crosses Barton Springs Rd. could then descend to ground level before Andrew Zilker Rd. without cutting greatly into the disc golf course, there just isn't room.<br><br>Thanks,<br><br>Gordon Kelley |
| **3/22/2026** | Wayne Allen | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. Sincerely, Wayne Allen Austin |
| **5/3/2026** | Wendell Colberg | Don't. Just don't. |

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| **5/2/2026** | Wendell Mitchell | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Wendy Corn | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Wendy Corn |
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| **5/3/2026** | Wendy Corn | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Wendy Corn |
| **4/23/2026** | Wenyu Lu | No expansion.  Leave the good part of Austin along |
| **4/6/2026** | Wes Heathcock | This whole project is a complete waste of time, money, resources, and safety of environmental areas  This is the definition of creating a problem and coming up with a solution  The Infrastructure is already in place. All you need to do is PAINT a lane for the pre-existing merge at William Cannon South. This is the only bottleneck of concern.  With a few days of work it can be done, preserving the environment, saving taxpayer money, and longer commutes for ongoing construction  There is only one tiny section that would need to be modified  Zero need for this project. It’s a total shame we are trying to squeeze money and destroy the environment for something that already is in place.  Thank you |
| **5/3/2026** | Wes Neely | I am against the MoPac expansion, it will devastate the spring and pollute the lake even further |

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| **4/23/2026** | Wesley Strobel | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Wesley Strobel |
| **4/26/2026** | West Weichert | Austin and the greater Austin area already struggles with having ample public green space for everyone. Lovely outdoor spaces are a large part of what makes Austin a wonderful city and the destruction of it diverges us further from that charm. This project also acts as another bandaid on the real issue of poor public transportation and suburban sprawl due to a lack of new housing development in key economic areas. |

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| **5/3/2026** | Weston Montgomery | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Weston Montgomery |

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| **4/17/2026** | Whitney Colm | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project.<br><br>The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review.<br><br>• Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction.<br><br>• More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration.<br><br>• Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer.<br><br>• Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer.<br><br>• Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. |

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| | | • Highway widening could reach 13–18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors.<br><br>• Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air.<br><br>• Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life.<br><br>• Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition.<br><br>The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation.<br><br>For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion.<br><br>For the love of water in Central Texas, |

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| | | Whitney Colm |

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| **4/30/2026** | Whitney Dutton | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/14/2026** | Whitney Johnson | I understand that paved paths will be built along with the improvements to the South Mopac corridor. My neighborhood, Meridian, has had an ask since 2020 to complete a paved path from our neighborhood along Hwy 45 to Escarpment Blvd (it's only 1.2 miles). This would allow connectivity for more than 3,000 residents to the rest of Austin as cyclists and walkers would be able to proceed through Circle C and access the paved path that will start on Slaughter Lane. As it is right now, we have cyclists and pedestrians who brave the narrow shoulder of Hwy 45, which is very dangerous. City Council District 8 has now allocated $117,000 to the design of this path as they recognize the important need for safety and connectivity. Our Meridian neighborhood has a committee dedicated to this request, and can provide further information, including graphics. Thank you. |

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| **5/1/2026** | Wicked Wiggles | * I OPPOSE expanding MoPac South<br><br>* Instead, I SUPPORT regional rail and a world class bike/pedestrian network<br><br>* I want a full Environmental Impact Statement(EIS), not an abbreviated Environmental Assessment (EA)<br><br>Why is it the only thing the dinosaurs in power can think to do about traffic is add lanes. Outdated and beholden to cars and oil.<br><br>Studies don’t support this insane behavior of adding more concrete over rail and busses.<br><br>Alas we know that in this capitalist hellscape the gov will just bend the knee to the ruthless industry instead of listening to us the people. |

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| **4/30/2026** | Wilfredo Bonilla | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/21/2026** | Will Adkinson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | Will Bahr | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>I demand that this project commits to an EIS in order to actually assess the impact on this fragile ecosystem--the jewel in the crown of this city in particular.<br><br>Invest in public transportation in lieu of this expansion.<br><br>Respectfully,<br><br>Will Bahr |

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| **4/22/2026** | Will Bahr | Dear CTRMA Board Members,<br><br>The proposed addition of 6 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways:<br><br>*Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin.<br><br>*Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge.<br><br>*As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets.<br><br>*There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management).<br><br>*The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass.<br><br>I demand that this project commits to an EIS in order to actually assess the impact on this fragile ecosystem--the jewel in the crown of this city in particular.<br><br>Invest in public transportation in lieu of this expansion. |

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| | | Respectfully,<br><br>Will Bahr |
| **5/3/2026** | Will Bahr | Expanding the Mopac expressway is as shortsighted as it is inefficient. Not only will this damage the most fragile ecosystem in all of Texas, but it will NOT improve the traffic problem of Austin. This has been proven time and again with municipal congestion. Invest in public transportation and expanding bike lanes, not a profoundly expensive project that will threaten four separate endangered species all to save commuters a grand total of five minutes on the road. The fact that TxDOT has refused to do a full environmental impact assessment thus far says it all. |

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| **4/26/2026** | Will Becker | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as |

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| | | thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration. |

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| | | Respectfully,<br><br>Will Becker |
| **3/21/2026** | Will Branch | Please do not expand MoPac. The I-35 expansion is bad enough, and neither of these projects will actually address the issue. |
| **5/3/2026** | Will Conley | These project is merited for major improvements to improve water quality, public safety, and mobility for those of us that use this roadway daily in western Hays and Travis County. It's been study at the deepest level, and Central Texas Regional Mobility Authority is extremely competent to carry out this development. |
| **5/3/2026** | Will Daltharp | Good afternoon. It's May 3rd, 2026. I'm Will Daltharp. I'm a resident of Austin and havebeen for the last seven years. Barnes Springs is my favorite place in the whole, whole,whole world. I go to exercise there three to four times a week. I found community there.It's where I find peace and respite. It's my favorite place in the whole world. I wouldheartbroken, |

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| | | devastated if anything happened to it. Please don't do this expansion project.I would be heartbroken. Oh my gosh, yeah, it would be heartbreaking to me and so many others.Please don't do it. I beg of you. |
| **5/3/2026** | Will Dalthorp | I strongly oppose the plans for MoPac expansion. I am strongly concerned it will have permanent negative impacts on Barton Springs Pool, my favorite place in the entire world and the number one reason I love and want to stay in Austin. It is my form of exercise, and my place of mental restoration, and a place where I come for community 3-4x/week! I would be heartbroken if anything happened to it |
| **5/3/2026** | Will Dathorp | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Will Dalthorp |
| **5/3/2026** | Will Reddall | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Will Reddall |
| **5/3/2026** | Will Reddall | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT |

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| | | proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Will Reddall |
| **4/21/2026** | William A Rodriguez | Intersted in the options for traffic improvements. |
| **4/20/2026** | William Arline | "When all you have is a hammer, everything looks like a nail" is a useful piece of wisdom that the CTRMA board ought to reflect on. The CTRMA plan to add more elevated ramps, more construction, more lanes, etc., operates on the faulty logic that commuters simply lack space to accommodate their routes. And since CTRMA can build more road, it insists on doing so. Ostensibly, this is to "fix" our traffic problem. Nevertheless, the best studies on traffic show that it isn't just the number of commuters that makes traffic bad--it is the number of cars on the road at any particular time (it is the number and frequency of trips that creates congestion). Adding more lanes, more ramps, and so on, only encourages people to take more trips, paradoxically, adding to traffic congestion. This will not fix the problem (the insistence that every trip, and more trips, need to be taken) and will, in fact, make things worse. Worse yet, CTRMA wants to do this by yet again threatening the delicate and vulnerable Barton Creek watershed (the Edwards Aquifer). While I frequently use, and enjoy, the 183 toll road, not everything needs to be expanded, and not every solution requires a construction project. CTRMA's decision to double-down on what has been demonstrably shown to be a bad idea (increasing car-focused infrastructure) will solve nothing, while risking damage to what little green space we already enjoy. |
| **4/21/2026** | William Baltz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | William Bass | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | William comer | This proposal will not help traffic txdot has done studies and calls this area an already developed roadway which it states adding another lane to these types of corridors does not improve traffic. A toll lane seriously this seems to just be a money grab. I'm am completely against this expansion and it's sad that as Austin native I have to keep fighting obsurdity and fight it more and work harder at fighting it. My opposition to this project is strong and a good fight. |
| **3/19/2026** | William Curtis | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/3/2026** | William Eagle | As an Austin native, a hydrogeologist, and a lover of the unique outdoor recreation opportunities this city offers I would like to express my opposition to the Mopac South Expansion in it's current form. I'm especially concerned about the potential impact Barton and Cold springs. There are at least two known karst features which could be impacted which flow to Barton and Cold springs, as shown by previous dye traces and reported in the draft environmental assessment. It is hugely irresponsible to put these at risk during construction to the detriment of the residents of the city. Even if I ignore the environmental issues, I'm not convinced this is a project that is worth it, with no consideration of pedestrian impacts, just toll lanes for people who can afford it, and years of construction, this seems like a bad idea. |
| **5/3/2026** | william gardner | Do not support due to environmental impact |

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| **5/2/2026** | William Gaynor | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/30/2026** | William Hamstard | I am writing to respectfully request that the CTRMA provide mitigation activities and/or funds to address the ecological and community impacts of the MoPac South expansion on Zilker Park. This 351-acre park is a vital public resource visited by over 3 million people a year and it lies within the critical recharge zone for the Barton Springs segment of the Edwards Aquifer. The construction, impervious cover, noise, and disturbance threaten the aquifer, our tree canopy, and the peaceful experience of all who enjoy Zilker Park. I urge CTRMA to commit to meaningful mitigation efforts to protect this precious community resource. This includes: —Fund and construct an elevated bridge over Barton Springs Road East of MoPac to provide a safe crossing at a dangerous intersection. —Replace displaced trees and expand the tree canopy for future generations. —Implement advanced light shielding and full-cutoff fixtures to reduce light trespass within Zilker Park. —Adjust alignments, construction methods and parking areas to minimize parkland encroachment. Fund full mitigation measures when impacts are unavoidable. —Ensure continued access to all organizations and businesses within Zilker Park whose parking or sidewalk access will be impacted by the construction. —Provide a reimbursement fund for new sidewalks, bike paths, vehicle routing/parking areas, and access points to replace infrastructure disrupted during construction. —Install noise barriers within Zilker Park boundaries to protect the sanctity of the Park. —Create an open space fund to support ongoing conservation. Thank you for your commitment to the public health and safety of the Austin community and to the sanctity of our most treasured green space. |
| **3/19/2026** | William Moore | I am opposed to this project. Study after study shows that highway expansions only make traffic worse, all while contributing to greater environmental destruction and pollution in the surrounding community. Please reconsider this project and focus instead on improving bike and pedestrian facilities along MoPac. |

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| **4/21/2026** | William Parrish | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | William Piper | I enjoy the west end of Zilker park and the nearby bird sanctuary. Additional lanes of traffic will generate noise and pollution there. |
| **3/24/2026** | William R. Loudon | I strongly favor the Project and the Build Alternative. The Project will significantly improve mobility by multiple modes and give more choices to travelers. I have reviewed the environmental assessment of the Build Alternative and feel that there would be no unacceptable impacts. I think the geometric design is well thought out and it includes some improvements to existing mixed flow segments of roadway that will produce significant improvement to bottleneck. |
| **5/3/2026** | William Sellari | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/22/2026** | William Wadkins | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. |

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| **4/25/2026** | William Widmer | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Willie Cobb | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Willow Dalehite | Dear project team: My name is Willow, and I was born and raised in Austin. I have been a swimmer at Barton Springs my entire life. I went to Barton Hills elementary school. I remember how full the creeks used to be, and how clear the water of the springs once was. I remember when you could drive southwest and see uninterrupted swathes of juniper, and I have watched in incremental grief as the development of the hill country, the mopac 45 connection, and increased runoff from car traffic through the Edwards aquifer has impacted the springs - the heart and soul of Austin's natural spaces. For those of you who have not lived long in Austin, or are not descendants of the tradition of caring about its natural spaces, it may be easy to take for granted that these places will continue to thrive. This is mistaken. The continued beauty and existence of Barton Springs, in its clean, safe, gorgeous form, is thanks to the endless, exhausting work of Save Our Springs and other coalitions who have fought project after project over the Edwards Aquifer. Sometimes they have been successful, other times not – with creeping consequences over time. Please do not see these groups as an enemy of progress, or simply naysayers. These people are visionaries who understand what is truly valuable about this city, what makes people want to live here, what creates a feeling of culture and community. In twenty years, how many people will live in Austin? Will this project need to be rebuilt, over and over again, to accommodate the vast suburban sprawl of construction in the hill country? When we've trampled over our aquifer and developed over the hills, what will be left of the beauty that made people want to live there? This project may seem to you like a small impact, but it will be a part of the history of city planning decisions that prioritised short-term convenience over long-term sustainability and stewardship. It's nonsensical to sacrifice our hard-won natural spaces for such a paltry public benefit. Toll lanes? Seriously? This project will exacerbate inequity in transport, not alleviate it. If this city really cared about connectivity in the urban landscape, we would be implementing wide-scale public transportation (metro, tram) networks with the capability of efficiently moving vastly higher numbers of people. In twenty, fifty years, the only thing that would adequately mitigate the congestion on mopac is if people rode the train to work instead. What a wonderful world that would be! It's obvious that this environmental impact statement is the bare minimum, completed merely to satisfy state requirements rather than with any care and attention to the long-term impacts a project like this would have. I believe you all have good intentions. But there are serious problems with the current plan as it stands. • This environmental impact statement is almost so vague as to be useless. It identifies areas, waterways, and species that will be impacted, yet one solution is seemingly to liaise with other local organisations. Offloading these tasks onto other entities doesn't actually achieve mitigation. The descriptions of other mitigation activities are also incredibly vague because they do not address, in my view, the extent of the impact that years of construction will have over one of the most sensitive environmental regions in this city. • As others have mentioned, increasing capability merely increases congestion, rather than alleviate it. "Build the road and they will come." The impact of increased road traffic and runoff in the decades following this project doesn't seem to have been extensively considered. • The construction on this corridor would coincide with updates to I-35 and the reduction of Lamar to one lane in either direction, which combined would negatively impact South Austin residents. • The "opportunities for pedestrians and bicyclists" is perplexing. The plan will cut off access to the public hike & bike trail for years during construction. And elsewhere along the corridor is generally unsuitable for this kind of transportation. I'm all for public walking and biking access, but we really need mass-scale public transit to deal with the congestion problems we are facing. I hope you will reconsider this plan and instead, for now, opt for the "No-Build" alternative until we are ready to make visionary changes to the ways we all coexist and move around the city we call home. Transport is obviously important, but the purpose of transport is to connect people to the places they want to be. Not degrade those places for the sake of a project which will invite more congestion, not less. Like you, I want this city to continue to be liveable and beautiful - for all the species that call it home. Sincerely, Willow Dalehite |

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| **5/3/2026** | Willow Walpole | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. 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| **5/3/2026** | Wilson Huddleston | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Wilson Huddleston |
| **5/2/2026** | Winter Kane | Hello, I have just found out about this project, and I think it is harmful to not only Austin,but to the entire country and the world as a whole.Yes, MOPAC is clogged, but a five-minute change of traffic after years and years and yearsof loss of flow of traffic and the harm it'll cause endangered species and ourwater and the most diverse environment in the country is pretty terrible. Don'tdo this. Thanks. My name is Winter Kane. |
| **3/19/2026** | withheld | Do not widen any freeways or stroads! Adding lanes does not fix any problems. It just worsens sprawl and car dependence and destroys the environment and makes life worse for everyone. Stop wasting money on useless highway expansions! |
| **4/20/2026** | Wolfgang Burst | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **3/16/2026** | Worthy LaFollette | My name is Worthy LaFollette, and I live in Barton Hills. Every weekday, I commute along MoPac to Far North Austin, so I experience both the daily congestion and the character of this corridor firsthand. I care deeply about Austin's livability and natural environment, which is why I'm strongly opposed to the MoPac South expansion. Adding more lanes through this part of the city will not solve congestion—it will simply invite more traffic, more noise, and more air pollution into neighborhoods that are already carrying the burden of constant vehicle flow. The idea that we can widen our way out of traffic has been disproven again and again. What we'll end up with is a larger, louder highway cutting through sensitive areas without providing real relief for commuters. My concerns go beyond traffic. This section of MoPac passes directly over the Edwards Aquifer recharge zone, a fragile system critical to the region's water quality. Once we disrupt the natural filtration and increase runoff from new pavement, those consequences can't be reversed. We should be protecting this resource, not putting it at greater risk. Then there's Zilker Park, which sits at the heart of Austin's identity. Expanding MoPac in close proximity to the park means increased noise and pollution in a place meant for recreation and community. For many of us, Zilker is the city's front porch—it deserves better than to be bordered by even more highway lanes. I hope the agencies responsible for this project take a serious look at the long-term implications. Instead of doubling down on outdated highway approaches, Austin should invest in smarter mobility solutions: better transit, improved bike and pedestrian infrastructure, and policies that reduce the need for so many car trips in the first place. The MoPac South expansion risks doing lasting harm to the neighborhoods, parks, and environmental systems that make this city worth living in. I urge you to reconsider this project and pursue alternatives that move people—not just cars—while preserving what makes Austin unique. Thank you for considering my comments. |
| **3/25/2026** | Wyatt Campbell | I DONT WANT: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **5/3/2026** | Wyatt Rogers | Hi, my name is Wyatt Rogers. I am a retired Barton Springs lifeguard and a devoted memberof the Austin community. I live in this city because of Barton Springs and the green belt.And I really, really request and actually demand that a full environmental report bedone for any of the MOPAC expansion considerations.I believe that what makes Austin, Texas the unique citythat it is is its healthy integration with the naturethat it has and that there is only oneBarton Springs on the planet.There is only one example of such an amazing natural springbeing integrated with a city and being beloved by its people.and any amount of development and growth that could possibly diminish the value of the naturalresources and the community that we have here that is based on Barton Springs and the BartonCreek Greenbelt be highly reconsidered in the light of the value of this city comesfrom these natural resources and this is what makes it so great.Please take these words into deep considerationfor these proposed developments of the MOPAC expansion project. |
| **4/27/2026** | Wynn Prager | My name is Wynn Prager. I live in South Austin, off of Davis Lane. I am calling to strongly oppose the construction of the toll lines and the work that's being proposed on MOPAC South. This will disrupt our area for years. It will cost millions and millions of dollars, and at the end of the project,at the project's completion, it will make hardly a dent in the commute time.I could go on and on that the things that will have to be closed, the problems that it's going to cause for those of us in South Austin. Yes, the traffic's terrible, but I can't believe this is the only solution the city can come up with for a city this size.There needs to be a better form of public transportation or something besides just building bigger, bigger and more roads. It's a horrible proposal, no, no, no.Thank you very much. |

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| **4/28/2026** | Wynne Prager | Tuesday, April 28, 2026<br><br>To whom it may concern:<br><br>I am writing to register my very strong opinion AGAINST<br>the proposed expansion, toll lanes, etc. for MoPac South.<br><br>This will cost millions, take years, cause an intolerable<br>amount of disruption, increase noise and pollution for my area<br>of town, destroy trees and habitat and make this beautiful part of<br>Austin ugly.....and after all that, the commute time saved will be<br>negligible.<br><br>I will also add that the project will close parts of the Violet Crown Trail,<br>which was just completed!!!!!! and is heavily used. Same with Dick<br>Nichols park.<br><br>This project will ruin the South Austin way of life that drew us to this<br>area in the first place.<br><br>NO, NO, NO.<br><br>Thank you, |

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| | | Wynne Prager |
| **4/27/2026** | Wynne Prager | I strongly oppose the construction of toll lanes on MoPac South. It will take years, millions of dollars, and the end result will barely make a difference in commute or drive times. The disruption, destruction, and cost are not worth the outcome. Again, I strongly OPPOSE the changes to MoPac South. (Additionally, I can't believe that building more and bigger highways is the main solution to traffic problems in a metro area the size of Austin. Shortsighted and backwards thinking.) |
| **5/3/2026** | Xochitl Acheson | As a resident of Austin I oppose the expansion of Mopac. The amount of potential benefit is not anywhere near worth the potential harm on our watershed, springs and environment. Austin is so great because of its natural environment and this expansion could hurt the reason why so many of us live here. We are also in a drought and any damage to the watershed will hurt the city and be difficult to undo. Because of these reasons i oppose the expansion of Mopac and will continue to be involved and educated on this project. |

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| **5/3/2026** | Yahir Saldana | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Yahir Saldana |

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| **5/3/2026** | Yahoska Martinez | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Yahoska Martinez |

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| **5/3/2026** | Yara Rose | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Yara Rose |
| **5/3/2026** | yaritzell campos | our environment and parks deserve better |

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| **4/20/2026** | Yasmin Haq | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Yasmine Anderson | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Yesi Hernandez | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Yessika Perez | Dear CTRMA Board Members,  It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces.  *Key concerns include:  *Minimal Traffic Benefit:  The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species:  Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality:  Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution:  VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees:  Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts:  Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life.  Sincerely,  Yessika Perez |

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| **4/20/2026** | Yi Zhou | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/22/2026** | Yines Hong | Strongly against this mopac expansion project. We. Austin already lost too much land, too many trees, too much clean water, too many public places. You are making Ausitn like a concreate city. It is time to stop it. Return Austin like a beautiful living place for people. |
| **5/3/2026** | Yoshiks Gonzalez | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Yoshiks Gonzalez |

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| **4/24/2026** | Ysel Soeung | Dear CTRMA Board Members,<br><br>I am deeply concerned about the MoPac South expansion and its impacts on our communities, our waters, and the natural spaces that define Austin. This project threatens Barton Springs, the Edwards Aquifer, federally endangered species, and our city's cherished Barton Creek Greenbelt. It will disrupt neighborhoods, increase air pollution, and degrade the unique ecosystems that sustain life in and around Austin.<br><br>The promised traffic benefit is only about five minutes across the full corridor, a gain that does not justify the destruction it describes. The draft EA says as much, without fully explaining how to mitigate this destruction. Salamanders with fragile external gills, karst-dwelling invertebrates, and countless plants and animals rely on clean water and intact ecosystems. Over 110 acres of new pavement will increase impervious cover, contributing to higher temperatures and warmer water, compounding harm during our already long, hot summers.<br><br>This highway expansion proposal compels me to speak up for our wildlife, our waterways, and the nearby communities that work, live, and go to school here. I urge CTRMA to conduct a full Environmental Impact Statement, engage meaningfully with the community, and pursue alternatives that genuinely protect water, wildlife, and neighborhoods. Austin deserves solutions that reflect our values and preserve the ecological and community heritage of our city.<br><br>Sincerely,<br><br>Ysel Soeung |

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| **4/21/2026** | Yuen Hitori | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration |
| **4/21/2026** | Yuen Hitori | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/3/2026** | Yusuf Nail | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Yusuf Nail |

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| **4/23/2026** | Yvette El-Hage | Dear CTRMA,<br><br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br><br>I respectfully urge you to include the following measures in the project scope:<br><br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br><br>Thank you for your time and consideration. |
| **5/1/2026** | Yvonne Lim Wilson | I do not want this toll road expansion for environmental reasons. It's my understanding we can pursue alternatives, and I would prefer that to the toll lanes. I do not plan on utilizing these toll lanes if they are built. |

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| **4/21/2026** | Yvonne Scott | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Yvonne Scott |

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| **4/21/2026** | Yvonne Scott | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project. I personally am angered to hear there are ANY proposals to build through sensitive ecological areas!!! How can a company that collects are hard earned money for roads make stupid unnecessary decisions that worsen our city's life force and environment!?Please stop!!<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **4/20/2026** | Yvonne Solorio | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>I lived in Austin for 33 years and care deeply about it's natural resources. I feel every effort made to preserve the environment impacts our planet as a whole and is crucial to the future of mankind.<br>Thank you for your time and consideration. |
| **5/1/2026** | Zach Bowers | Conduct a full Environmental Impact Statement! It's insane to go through with a project this massive without one. |
| **5/3/2026** | Zach Greul | This is atrocious. Another prolonged construction project being built over the watershed for Barton springs. Everyone proposing this and trying to make it happen should be ashamed of themselves. Scumbags |

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| **5/3/2026** | Zach Horvath | Dear CTRMA Board Members, I am writing to strongly oppose the proposed MoPac South expansion and urge you to require a full Environmental Impact Statement (EIS) before moving forward with the 8.77-mile widening project. The Draft Environmental Assessment concludes the project will have “no significant impacts,” yet the document itself raises serious environmental and community concerns that warrant a far more rigorous review. Project cut through the Edwards Aquifer Recharge Zone. The expansion runs directly across the Edwards Aquifer Recharge Zone, where rainfall and runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. Numerous karst features that drain into the Edwards Aquifer are documented within the project corridor, making the aquifer highly vulnerable to contamination and disturbance during highway construction. More pavement means more polluted runoff. Expanding pavement by approximately 110 acres and increasing roadway capacity will increase stormwater runoff carrying sediment, tire particles, oil, heavy metals, and other pollutants into recharge features that feed Barton Springs and our already stressed and vulnerable watershed. Contaminants entering these waterways can move rapidly through the karst aquifer system and reach Barton Springs with limited natural filtration. Multiple creeks flow directly to Barton Springs. The corridor crosses Barton Creek, Eanes Creek, Skunk Hollow Creek, and numerous unnamed tributaries that drain into the Barton Springs segment of the Edwards Aquifer. Endangered salamanders depend on aquifer stability. The Environmental Assessment acknowledges suitable habitat for the Barton Springs salamander and the Austin Blind salamander, both federally endangered species dependent on the health of the aquifer. Austin Blind salamander exists nowhere else. The Austin Blind salamander occurs only within the Barton Springs segment of the Edwards Aquifer and their external lungs are very sensitive to contamination, sedimentation and disruption to their water habitat. Studies have shown these species are extremely vulnerable and that small water quality changes threaten survival. These species require clear, well-oxygenated water and consistent spring flow due to their neotenic features. Even small changes in sediment levels, groundwater chemistry, or flow patterns can threaten their survival. >Highway widening could reach 13-18 lanes. The proposal could expand MoPac to as many as 13 to 18 total lanes in some areas, dramatically increasing pavement over sensitive recharge lands. Additional lanes and elevated structures would increase noise, air pollution, and stormwater runoff in one of Austin's most environmentally sensitive corridors. Impacts near Lady Bird Lake and Austin High School. The project would pass directly over Lady Bird Lake and alongside Austin High School, exposing students and surrounding neighborhoods to increased traffic and noise, and namely air pollution. Young people especially are susceptible to developing asthma and heart issues from exposure to increased PM 2.5 in the air. *Disruption to major public trails and parks. Construction and widening would impact the Butler Hike-and-Bike Trail, blocking out the sunlight on the Roberta Crenshaw Pedestrian Bridge, and closures on trail connections linking Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are used daily by thousands of residents, students, cyclists, runners, and families and are central to Austin's outdoor life. *Previous expansion was halted due to public opposition. A similar MoPac South expansion proposal was withdrawn in 2016 after widespread public opposition. *The Edwards Aquifer now faces greater stress from drought, rapid population growth, and expanding development, which is yet another reason why a full and thorough environmental review is needed. A full Environmental Impact Statement is necessary to evaluate cumulative impacts to the Edwards Aquifer and Barton Springs, assess risks to endangered species, examine less damaging alternatives, and ensure meaningful public participation. For many of us who live here, Barton Springs, the greenbelt, the parks and schools nearby, and the Edwards Aquifer as it's underground beating heart are part of the daily life and identity of Austin. These places are where families gather, where people cool off on hot summer days, and where generations have come to experience the rare beauty of clear spring water flowing in the middle of a bustling city. I respectfully urge the CTRMA Board to require a full Environmental Impact Statement before advancing the MoPac South expansion. For the love of water in Central Texas, Zach Horvath |

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| **5/2/2026** | Zach kosta | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/24/2026** | Zach Ryan | I am in favor of the project. I do recommend considering an aux lane for the SB entrance ramp at William Canon and the exit ramp at Davis Ln. Traffic does not ever accelerate to full speed and congest the outside lane. Great project. |
| **4/30/2026** | Zach Stirling | This expansion is unnecessary and making toll lanes profits someone else and are way to expensive. Also, this is Edward's Aquifer and would disrupted the biology. |
| **5/3/2026** | Zach Thompson | Dear CTRMA Board Members, I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life. -*Key Water Concerns: Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer. Post-construction ponds will not protect water quality during construction, when the greatest harm occurs. Tree removal and vegetation loss eliminate natural filtration. Warmer runoff will reduce oxygen in streams and promote algae blooms. Karst features and caves supporting unique ecosystems will be destroyed. *Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.*CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems. Thank You for listening to your neighbors, Zach Thompson |

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| **5/3/2026** | Zachary Dunn | I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA)<br><br>I do not want Mopac expanded. I want the other methods of mobility expanded instead. Biking, walking, and mass transit are preferred.<br><br>Mopac is probably the highway I've used most in my life and I've never felt like expanding it would suit my needs. We need to think larger and smarter instead.<br><br>I oppose expanding MoPac south. |

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| **5/2/2026** | Zachary Faddis | It is highly doubtful that expanding MOPAC will have achieve the outcome of reducing congestion. Please consider redirecting the funds to active transportation and non-car orientated mobility projects. We have more highway capacity than this region will ever need, and increasing it will not improve congestion. What it will do is work against every environmental goal we have.<br><br>Thanks for your consideration,<br><br>Zach Faddis<br><br>Sent with Notion Mail <https://www.notion.so/product/mail> |
| **4/22/2026** | Zachary Lawton | Do not expand Mopac (No Build). This will do huge damage to the environment in very vulnerable areas and will not solve traffic issues (research “induced demand”). |

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| **3/13/2026** | Zachary McCrimmon | Dear CTRMA Board Members,<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. You will find many reasons below. Before we get to that, I would like to introduce myself and elaborate on my relationship with Austin's natural areas that are being threatened by this expansion.<br><br>I was born and raised in 78704. I went to Barton Hills Elementary School. During my childhood, I spent the majority of my time either at Barton Springs or on the Greenbelt. I would not be the person I am today if I did not have those experiences. The thought that future generations will not be able to experience the joy and love I had for nature in order to cut traffic down by 5 minutes makes me sick to my stomach.<br><br>I spoke up 10 years ago when the previous expansion plan was proposed. Fortunately, that proposal was denied. Unfortunately, the plan has returned disguised as an option that is safe for the environment and the Austin community. I hope you take our words in consideration when we say we do not want this expansion. The same goes for other expansion plans proposed in the future. I don't want to write a plea to stop the expansion every 10 years, but I will do it if that is what must be done to protect Austin.<br><br>I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone.<br><br>The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city.<br><br>The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself.<br><br>The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals.<br><br>The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. |

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| | | The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion.<br><br>Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day.<br><br>The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day.<br><br>Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves.<br><br>A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline.<br><br>Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever.<br><br>I respectfully ask the CTRMA Board to listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less.<br><br>Thank you for your time and consideration.<br><br>Respectfully,<br><br>Zachary McCrimmon |
| **4/23/2026** | Zachary Salvo | You need to do an environmental impact study. I as a native austinite do not want to see this destroy our springs so people can save 6 min traveling |

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| **4/24/2026** | Zachary Stavrou | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **5/3/2026** | Zak Triplett | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS) and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Zak Triplett |

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| **4/20/2026** | Zarina Adams | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |
| **3/20/2026** | Zephyr DeGrote | I am a lifelong Austinite. I love our city and would embrace any/all changes that make it better. I have also traveled all over the world and one consistent difference between world-class cities and the ones aspiring to be is PUBLIC TRANSIT!!!! more highway lanes is short sighted and ecologically and aesthetically a bad call by transportation and city leaders. People can go live in Dallas if all they want is highways. Give people coming from southwest options frequent, reliable public transit, not more lanes which will just fill up anyway. I BELIEVE THE FOLLOWING WILL HARM AUSTIN COMMUNITIES: A wider highway. Expanding MoPac is an outdated and ineffective approach to transportation that would increase air pollution and emissions, undermining Austin's climate and mode-shift goals. I DO WANT: Continuous pedestrian-bicycle paths along the project's length. Converting an existing highway lane to a HOV/transit lane. CTRMA to invest in transit, walking, and biking—not double down on highway expansion. |
| **4/23/2026** | Zhipeng Xing | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **5/1/2026** | Zimri Diaz | Dear CTRMA,<br>I am writing in support of the mitigation requests put forward by EverGreen Austin regarding the MoPac South Expansion project.<br>I respectfully urge you to include the following measures in the project scope:<br>- Trees and expanded tree planting<br>- Avoid parkland encroachment<br>- Capital improvement reimbursements for affected community assets<br>- A noise wall workshop with meaningful community input<br>- An open space fund dedicated to long-term preservation and restoration<br>- A permanent green fund to support ongoing environmental mitigation<br>Thank you for your time and consideration. |

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| **4/21/2026** | Ziona Rodriguez | Dear CTRMA Board Members,<br><br>I oppose the MoPac South highway expansion project. This expansion directly threatens the Edwards Aquifer Recharge Zone and the clean water of Barton Springs. Construction and increased traffic will increase polluted runoff, sediment, and impervious cover, further warming stormwater and stressing aquatic ecosystems. Over 110 acres of new pavement will intensify the urban heat island effect, raising local temperatures and further impacting water quality and aquatic life.<br><br>Key Water Concerns:<br><br>* Impervious surfaces increase runoff of oil, heavy metals, and chemical pollutants into the aquifer.<br><br>* Post-construction ponds will not protect water quality during construction, when the greatest harm occurs.<br><br>* Tree removal and vegetation loss eliminate natural filtration.<br><br>* Warmer runoff will reduce oxygen in streams and promote algae blooms.<br><br>* Karst features and caves supporting unique ecosystems will be destroyed.<br><br>* Endangered species, including salamanders with sensitive external gills, are highly vulnerable to sediment and pollution.<br><br>CTRMA must prioritize a full Environmental Impact Statement and design alternatives that protect our water, streams, and aquifer ecosystems.<br><br>Thank You for listening to your neighbors,<br><br>Ziona Rodriguez |

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| **4/29/2026** | Ziv F | Hi,<br><br>As an Austin resident and someone who lived in cities with great public transportation:<br><br>I OPPOSE expanding MoPac South!<br><br>Instead, I SUPPORT regional rail and a world class bike/pedestrian network.<br><br>I want a full Environmental Impact Statement (EIS), not an abbreviated Environmental Assessment (EA).<br><br>Respectfully,<br><br>Ziv Fishfedder |
| **5/3/2026** | Zoe | Please don't build Mopac South in a way that interferes with the watershed. Evaluate the impact this expansion will have on the environment. Austin's growth is slowing. The expansion is less important than the livability of this city. |
| **5/3/2026** | Zoe Apsel | It is absurd to think that harming the environment and especially something as cherished by the city as the Barton Springs watershed would improve Austin in any way. Invest in better public transportation, not more highways |
| **4/27/2026** | Zoe Axelrod | I am against this expansion and am extremely concerned about the environmental impacts on Ladybird Lake and Barton Springs. The construction would impact wildlife and impede people using trails and our natural resources. There should be a full environmental impact statement. |

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| **5/3/2026** | Zoe Bechtel | Humans need to leave nature alone, especially in Austin. We have destroyed so much of the natural beauty that the city is known for in the name of advancement. These green spaces and water ways must not join that pattern. These areas need to be protected, preserved, and maintained for future generations to enjoy. Destroying the areas is selfish and greedy as these lanes will not decrease traffic. If you are interested in decreasing traffic, add more bus routes and side walks. |
| **5/3/2026** | Zoey Kaul | My name is Zoey Kaul and I am an Austin resident writing to oppose the MoPac South project as currently proposed. I urge CTRMA to conduct a full Environmental Impact Statement before any further action is taken. The current Environmental Assessment is insufficient given the scale and duration of this project's impacts. My specific concerns: The proposed construction crosses the Edwards Aquifer recharge zone, putting Barton Springs and Austin's water supply at risk from years of construction runoff and drilling. CTRMA's own assessment lists 8 endangered species — including the Barton Springs salamander — as potentially affected. The project would temporarily close portions of Zilker Park, the Butler Hike and Bike Trail, the Barton Creek Greenbelt, and the MoPac pedestrian bridge over Lady Bird Lake — public spaces that Austin residents depend on daily — for up to 9 years. Dynamic toll pricing of $18+ per trip creates an inequitable two-tiered road system that disproportionately burdens lower-income commuters. Finally, expanding highway capacity has been repeatedly shown to induce demand — attracting more drivers over time and ultimately recreating the congestion it was meant to solve. A project of this cost, scale, and duration deserves a more honest accounting of its long-term traffic impact. I support the unanimous resolutions passed by both Austin City Council and Travis County Commissioners Court calling for a deeper review. I ask that CTRMA honor those resolutions and conduct a full EIS before proceeding. |
| **5/3/2026** | Zona Martin | Dear CTRMA Board Members, It is unacceptable that CTRMA continues to advance the MoPac South expansion without fully addressing the environmental and community impacts. The project threatens the Edwards Aquifer Recharge Zone, imperils federally endangered species, increases traffic-related air pollution, and risks long-term degradation of Austin's parks and natural spaces. *Key concerns include: *Minimal Traffic Benefit: The full 8.77-mile corridor is projected to save only ~5 minutes after years of construction. The cost in disruption, emissions, and ecological damage far outweighs this minor improvement.*Endangered Species: Construction jeopardizes the Barton Springs Salamander, Austin Blind Salamander, and karst-dwelling species. Their fragile habitats, including aquifer-fed springs and cave systems, cannot be mitigated through vague “optional measures.” Salamanders' external gills make them highly vulnerable to sediment and pollution.*Water Quality: Over 110 acres of new pavement will increase runoff into the Edwards Aquifer, with post-construction ponds insufficient to prevent pollution during construction. Increased impervious surface also worsens urban heat island effects, further impacting water temperatures and aquatic ecosystems.*Air Pollution: VMT will rise by 331 million, increasing PM 2.5 and other pollutants near schools and neighborhoods. Reliance on speculative cleaner vehicle technology is insufficient to protect public health.*Parks and Trees: Construction threatens Zilker Park, Barton Creek Greenbelt, and the Butler Trail, causing permanent damage, tree removal, and reduced canopy cover.*Noise & Community Impacts: Elevated lanes and construction will bring chronic noise, traffic spillover, and neighborhood disruption. Without a full Environmental Impact Statement (EIS), an alternatives study with a report that describes alternatives to this proposed expansion and reasons why those alternatives weren't chosen , and meaningful community engagement, this project risks irreversible harm to Austin's environment, public health, and community life. Sincerely, Zona Martin |

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| **5/3/2026** | Zulema Nguyen | Dear CTRMA Board Members, I am writing to strongly oppose the MoPac South expansion as proposed. I urge you to proceed with a full Environmental Impact Statement (EIS) for the proposed 8.77-mile widening across the Edwards Aquifer Recharge Zone. The creeks, recharge lands, and Greenbelt that sustain Barton Springs are the living heart of Austin, a landscape that has nurtured people and communities for thousands of years and continues to define the character and spirit of our city. We are called to this region because of that rare relationship between water, geology, and community. We come to Barton Springs to cool off in the summer heat, walk the Greenbelt with family and friends, paddle on Lady Bird Lake, and experience the remarkable caves, trails, and outdoor spaces this area contains right in the heart of a city. The Draft Environmental Assessment concludes that the MoPac South expansion will result in no significant impacts to communities, endangered species, or water quality. For many of us who live here, work here, and understand the fragile nature of this landscape, that conclusion is difficult to reconcile with the facts presented in the assessment itself. The project corridor lies directly over the Edwards Aquifer Recharge Zone, a karst landscape where rainfall and surface runoff move rapidly through caves, fractures, and sinkholes into the aquifer with very little natural filtration. The Environmental Assessment acknowledges that karst features were identified within the project area, and that multiple creeks intersect the corridor, including Barton Creek, Eanes Creek, Skunk Hollow Creek, and many unnamed tributaries that ultimately flow into Barton Springs Pool. The EA provides little-to-no protections of these natural features while exposed to construction. Substantially expanding pavement will inevitably increase stormwater runoff and introduce pollutants such as sediment, hydrocarbons, tire particles, and heavy metals. The document also recognizes that suitable habitat exists near the project area for the endangered Barton Springs salamander and the Austin Blind salamander, both species that depend entirely on the health and stability of the aquifer. The Austin Blind salamander exists only in the Barton Springs segment of the Edwards Aquifer, at the springs themselves. It requires exceptionally stable water conditions, clear, well-oxygenated spring flow within a small temperature range, with dissolved oxygen levels around 6 milligrams per liter. Even small changes in sediment load, groundwater chemistry, or flow patterns can threaten the delicate balance that allows these animals to survive. The same is true for the Barton Springs salamanders found at Barton Springs and other springs immediately harmed by the highway expansion. Beyond the scientific concerns, the project raises significant community impacts that are not adequately addressed in the Environmental Assessment. As proposed, the expansion would widen the existing MoPac corridor up to as many as thirteen to eighteen lanes total in places, paving nearly the entire right-of-way as it passes over Lady Bird Lake and alongside Austin High School. This massive expansion would bring additional pavement, elevated roadway structures, and greatly increased noise and air pollution to the immediate surroundings, including one of Austin's most historic public high schools and the students who learn there every day. The proposal would also directly affect some of Austin's most heavily used public spaces and recreational corridors. Construction tied to new bridges and roadway widening would impact the Butler hike-and-bike trail, the Roberta Crenshaw pedestrian bridge, and the broader trail network connecting Lady Bird Lake, Zilker Park, and the Barton Creek Greenbelt. These trails are not simply recreational amenities; they are part of the daily life of the city—used by walkers, cyclists, runners, students, and families from across Austin. Years of construction, closures, noise, and disruption in this corridor would fundamentally alter access to the lake and trails that thousands of residents rely on every day. Austin residents have been engaged in this issue for more than a decade. In 2016, overwhelming public opposition led to the cancellation of an earlier version of this project. The risks today are even higher, as our aquifer faces drought, overdevelopment, and mounting water pressures, and yet this project has resurfaced without the comprehensive environmental analysis that a place of such ecological and community importance deserves. A full Environmental Impact Statement would provide the transparent, comprehensive analysis required under federal environmental law to fully evaluate cumulative impacts, examine reasonable alternatives, and allow meaningful public participation. For a highway expansion proposed directly above one of Texas's most iconic springs and one of the most biologically unique aquifer systems in the country, that level of review is required and should be the minimal baseline. Austin's water, wildlife, and quality of life are too important to gamble on incomplete analysis. The springs have flowed here for tens of thousands of years, and the decision in your hands will shape whether future generations experience them as we do now. There is only ONE Barton Springs, and once it is gone, it's gone forever. I respectfully ask the CTRMA Board to |

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| | | listen to the voices of this community and direct staff to prepare a full Environmental Impact Statement before advancing this project further. Barton Springs and the Edwards Aquifer deserve nothing less. Thank you for your time and consideration. Respectfully, Zulema Nguyen |

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| **5/3/2026** | Zuri Mahogany | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, Zuri Clark |
| **5/3/2026** | zyla alaniz | Dear CTRMA Board Members, The proposed addition of 5 to 7 new lanes, 4 of them tolled, extending 8.8 miles from Enfield Road to Slaughter Lane, will have significant negative impacts in, at least, the following ways: *Five to seven years of construction will do major harm to traffic flows on Mopac, adjacent crossing streets, and access to and from Austin High School, Zilker Park, and downtown Austin. *Five to seven years of construction will cut off use of Lady Bird Lake by rowers, boaters, and others, and shut down the use of the Lake trail hike and bike bridge. *As admitted, adding five to seven new lanes will increase noise and light pollution and harm endangered species and their habitats;; air pollution will harm public health at Austin High; water pollution will harm Barton Springs; and traffic congestion will only be shifted to bottlenecks on north Mopac, Cesar Chavez and other streets. *There is no evaluation of less harmful, more affordable options that should be done first, including removing the southbound 2-lane bottleneck just north of William Canon, providing rush hour HOV lanes on the existing inside lanes; and enhancing traffic demand technology (including telecommuting and system flow management). *The proposed project must be evaluated together with the TxDOT proposal to connect the south end of Mopac to I35, converting Mopac to a western I35 bypass. Respectfully, zyla alaniz |

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| **4/30/2026** | Miles | Dear Board member of the CTRMA: I am a high school student at - and would like to make a comment on the plans for the MoPac South Project. I believe the expansion of MoPac is a great idea to increase transportation and reduce traffic congestion. Highway expansions such as this should reduce traffic congestion in theory, however it does not account for the increased demands it will create for the trips from suburbs to the city the detrimental environmental consequences of the expansion. Finally, the project would increased impervious cover, runoff from tires, and air pollution over environmentally sensitive areas, including the habitat of the federally endangered species. There environmental effects would coupled with an increased demand for trips to the city a more reliable route. I believe that a Full Environmental Impact Statement (EIS) under NEPA would compel CTRMA to study, in greater detail, environmental effects, traffic impacts, and alternatives to expansion. Highway expansions of the have been proven to link more vehicle miles traveled (VMT) and have a track record of failing to reduce congestion due to induced and latent demand. - to be true, I believe that this project is divert hundreds of millions of dollars from the projects which benefit the environment and improve traffic by – only proven method: providing viable alternatives to driving thereby reducing VMT.<br>Sincerely, Miles |
| **4/30/2026** | Tommy Clark | My name is Tommy Clark, and I go to - in austin tx. As long as I have lived here I have loved ow small this town feels, even if it's very big now, I have always loved the lakes, the nature that runs through austin, making it a small fun town and not a Concrete Jungle like other Cities. I have lots of friends that go to austin high and I think expanding MoPac would take over the nature and the beauty of austin and replace it with something artificial. It would be beneficial because of a rapid growing city and for traffic, but it would take our environment and increase pollution, both – and noise, and would affect some of my friend as austin high. We are too focused on spending money to expand while destroying natural habitats of animals and protect our environment. I hope yall take this under concideration to keep austin the small town I know and love.<br>Thanks so much, Tommy Clark |
| **4/30/2026** | Emilio Hong | Hi, My name is Emilio Hong and I am a hs junior. The Central Texas Regional Mobility Authority needs help on the Draft Environmental Assessment for Mopac South Project. I believe the City of Austin should vote against funding the project and push for a full Environmental Impact Statement. Under the National Environmental Policy Act, implementing this MoPac South Project would increase impervious cover, toxic runoff from tires and air pollution over environmentally sensitive areas, increases the harm of two federally recognized endangered species! Due to the project location, an environmental assessment does not adequately study the adverse effects as expands the highway. A full EIS would awake and show you the environmental effects and traffic impacts. For example, air pollution and noise would get worse as an increase of VMT would worse the noise and environment carbon to the atmosphere. Austin High would get hit extremely hard for this change. Not to mention, the hundreds of millions of dollars spent on this project could be used to improve the environment and traffic. I am extremely frustrated in this way and that protections. Thank you for acknowledging me and I have to see upcoming changes.<br><br>Best regards, Emilio Hong |

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| **4/30/2026** | Dasher | Dear Mr. Doss,<br>I am a tenth grade student at -, my name is Dasher. I am writing today to speak against the expansion of MoPac South Project. This project is environmentally harmful to the city that I love. The increase of impervious cover, toxic runoff from tires, and air pollution from increased traffic over environmentally sensitive areas in central Texas is a very harmful thing. Austin is a city I love being outside in, whether it's hiking in the hill country or swimming in the lakes, and although this is only a small step towards the disappearance of these activities, it is still harmful. Because of the project location a full environmental impact statement under NEPA is necessary and would ensure that the CTRMA study the entire effect this expansion would have on both the environment and traffic. In addition to this the expansion would increase the vehicle miles traveled on the corridor. Highway expansion has been proven to cause an increase in VMT, this would come with noise pollution from surrounding areas, including Austin High. Thank you for reading this, I hope you can now make a better decision with this information in mind.<br>-Dasher |